

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

NO. 436.

THE CHRONICLE.

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE.

THE RAILWAY MONITOR

Besides these considerations of a personal character there are many other things which help to account for the stability of the financial machinery under this heavy blow. For

instance, the banks to-day stop the pooling of their greenbacks, but continue for mutual safety the use of the loan certificates. They are rapidly gaining strength, and their greenbacks are increasing; their deposits, which had fallen from 206 millions to 144 millions, have now risen 10 or 12 millions, and continue to rise daily, and are expected to do so more rapidly now that the pooling operation has ceased. As the merchants also are paying their obligations much better than was believed possible, there is a growing number of persons who are of opinion, and are acting on their belief, that when we get through the gloomy labyrinth which the panic has made, the position of our mercantile and financial affairs will be better than at any time for many years past. If this hopeful view of the case should prove true, the preservation of our merchants from over expansion such as must now have proved the ruin of many of them, is in no small degree to be charged to the stringency last fall, and it is one of the compensations of that severest of all the monetary spasms that we have ever had in this city.

WHAT THE INFLATIONISTS INTEND IN CONGRESS.

The evidence is accumulating that during the next session of Congress the inflationists will make a vigorous fight. Judge Kelley, one of the foremost advocates of paper money in the House of Representatives, is now at Washington, and after one or two interviews this week with General Grant, declares himself "surprised to find how closely the President's opinions agree with his own." All that this qualified self-commendation probably means is that the President gave a courteous, silent hearing, as is his wont, to all the Judge had to say, and promised to give the policy recommended his best consideration.

What this policy was the public have been informed by a dispatch from Washington. Among its aims one is "a cheap money market." Judge Kelley thinks that the government should be carried on in such a way as to make the money market easy, and not only easy but "cheap." To a neglect of this duty he ascribes "the exportation of our bonds, national and corporate, causing a drain of gold to the amount of 100 millions a year, or 40 millions more than the annual products of the gold mines of this country. Besides, the balance of trade has all along been against us, and while this is so, resumption is impossible." The obligation resting on the government of giving us an easy money market, Judge Kelley further argues as follows:

We must have a cheap money market, so that it will be to the interest of capitalists to purchase and hold our bonds, and to thus get them from the foreign holders, so that the gold interest shall be paid at home instead of abroad. Among the causes that have produced the present condition of affairs is the retirement of the compound interest notes, the calling in of the three per cent certificates, the payment of the seven-thirties, and the formation of the \$44,000,000 greenback reserve. All these, he thinks, produced contraction, made money dear, advanced the rate of interest, and destroyed the business of the country. The absurdity of the proposition that the way to resumption is to resume, is demonstrated by the fact that if the Treasury were to announce that it would pay specie for greenbacks, the National banks preferring to hold gold rather than greenbacks, would present bills for \$128,000,000, or 150 per cent more gold than the Treasury holds. Of course, the banks would not be likely to pay out the gold, inasmuch as their notes are redeemable in greenbacks, and not in specie. The attempt to resume would result simply in the transfer of the gold from the vaults of the Treasury to the vaults of the banks. There are two ways that lead to resumption. One is to wait until our exports shall steadily increase over our imports, and foreigners in payment of their balances shall send our bonds back. The other process is to leave the transfer of the bonds to our own people by making money cheap, and reducing the rate of interest.

How the boon of a cheap money market is to be conferred is not quite clear. One expedient for this purpose is to reissue the 44 millions of "reserve," the accumulation of which the Judge claims as one cause of the present troubles. But he should not forget that these 44 millions were withdrawn seven or eight years ago when Mr. McCulloch was Sec

retary of the Treasury. How this contraction of greenbacks could have had latent power enough to produce the present panic after being perfectly harmless for several years needs explanation. Without regarding this, however, the Judge adds that "no measure of contraction, whether great or small, gradual or abrupt, would bring us to specie payments. On the contrary a vigorous contraction would produce wide spread individual and corporate bankruptcy, and in all probability disable the Government for a time from paying with regularity the \$100,000,000 of gold interest upon our bonds. We are now, he thinks, further off from specie payments than we would have been had there not been great mistakes in our legislation and the administration of the Treasury."

As nobody just now is proposing contraction of the currency, why does Mr. Kelley oppose it so vehemently. The only proposition which he is discussing in regard to the currency is to increase it. He thinks an expansion of 44 millions would make money cheap, and to prove it he displays the evils of contraction. He very properly tells us that currency contraction would just now do harm, but surely this does not prove that currency expansion would do good.

Again, another part of his policy is to impart to the banking machinery more flexibility or elasticity. He would so modify the banking law as to make the payment of interest by the banks cause a forfeiture of their charters. He would prohibit the certifying by national banks of any check which did not represent an actual deposit in the vaults of the bank. He would relieve the banks from maintaining a reserve to secure either their circulation or their deposits. He would issue government bonds, payable, interest and principal, in lawful money, at the rate of one cent a day for interest, the bonds to be convertible into greenbacks on demand. [During the dull parts of the year, between seasons, the unemployed capital which now goes into speculation would, he supposes, be invested in these bonds. The attraction of 3 or 4 per cent interest would draw into the Treasury vast amounts of such capital; and with the money so accumulating the Secretary of the Treasury is to be instructed to buy up the five-twenty six per cent bonds, so as to save the Treasury a part of the burden of the interest on the public debt. In other words, Mr. Kelley would have the Treasury borrow money on call and with these call loans pay off part of its permanent debt. How he would pay these call loans when they are demanded by the depositors we are not told. There would be, however, no other means of payment but the issue of new greenbacks.

Such are the outlines of the policy for which Mr. Kelley, as a prominent member of the Committee of Ways and Means, endeavored to obtain the favorable consideration of the President. Coming as they do from one of the leaders of the expansion movement in Congress, these utterances would not be wholly without interest just now, even if they did not tend to show what is the chief direction from which the attack next session is to be made upon the "citadel of the currency."

EUROPEAN CAPITAL AND THE PANIC.

One effect of the panic has been to call home a number of railroad-men who have been in Europe trying to raise money for various enterprises of less or greater prospective value as investments. It is well known that the demand for our railroad bonds is for the present stopped, and as our hopes for checking the panic will receive important aid if this foreign demand should revive, we have thought it worth while to obtain, if possible, from some of these gentlemen information as to the prospects for the future.

Of the questions chiefly raised two are of prime importance. The first touches the disposition of European capital to invest itself in our railroads; the second its ability to do so. As to the former question all parties agree that, except in England, there is no market in Europe for our bonds. The new outbreak of the Vienna panic is of little general importance except as giving another illustration of the dangerous instability of the European money markets. Whether or not Germany will keep the United States five twenties which are now held there is doubtful, but it is quite certain that our railroad bonds have never been in favor there, and are now less so than ever. In England there has been a more hopeful prospect. For some months past the old prejudices of British capital seemed to be wearing away, and, in spite of some mistakes, American investments gained advocates in quarters where a short time ago it would have been impossible to obtain a hearing. We need not here refer to the losses of the Spanish, Turkish, or Egyptian bondholders in England, nor to the effect of the bad faith and dark financial prospects of those governments. Suffice it to say that a large amount of capital in London which usually seeks investment in foreign securities of this sort is being repelled and seemed inclined to lay hold of our best railroads. The panic has given, of course, a temporary check to this movement. To what extent it had advanced does not appear. But among the latest loans negotiated the principal are those of the Pennsylvania Railroad and of the New York Central. Of the former, Col. Thomas A. Scott, the vice-president, gives the following account:

The loan of \$10,000,000 for the Pennsylvania Railroad Company was negotiated by the Company's bankers in London a few days before the present financial revulsion began. The Pennsylvania was therefore in excellent condition to meet its requirements. The panic was entirely unexpected and unlooked for abroad. It would have been difficult to raise so large an amount on terms so favorable on any American securities after the outbreak of the panic. With reference to the Texas and Pacific Railway, he had not been so fortunate. He had not been able to close successfully negotiations for a sale of bonds, but obtained financial aid, so that work on the road will not be discontinued. The work needful to build the road within the limits of the requirements of Congress and the State of Texas will be continued by the Company. The effect of the recent panic was to stop the sale of the bonds of American railroads in Europe for the present. This condition of things he believed to be merely temporary, and he thought there would soon be a ready sale for bonds as well secured as those of the Texas Pacific Railway. The Company now have about 300 miles of completed road in operation, built solely from means raised by individuals, and have not as yet disposed of any of their bonds, nor do they intend to sell at any time except upon completed line, thus giving an absolute property in working order as security to purchasers of bonds.

From the general drift of the evidence which has reached us it appears that except in London there is very little prospect of our getting any foreign capital for railroad building; and that even there, until the panic has subsided, it is utterly useless to try to sell any of our railroad bonds. After tranquility shall have been restored there may be developed a gradual influx of British capital into our railroad, mining and manufacturing enterprises from which the best results may be augured. This result, of course, can only be looked for so far as we can devise some adequate guarantees for the safety of the capital so invested. The nature of these guarantees need not here be discussed. The need for them will come up hereafter in a practical shape, and may perhaps call into existence some new methods and organizations to meet it. All that we insist on now is the statement that on certain conditions capital is awaiting the termination of the panic to migrate in considerable amounts across the Atlantic. If this is so, then the knowledge of it cannot but have a powerful influence in shortening the panic itself and mitigating its worst symptoms.

The capital which is thus likely to be accessible to us may be roughly divided into two classes. First, that which

requires the highest security and will be content with 7 to 8 per cent interest; and secondly, that which for higher profits will accept more risk. By the former the older railroads will be preferred; with the latter the newer and more speculative roads, if they can show a good basis of mining, manufacturing, or through business, will have a chance to develop themselves. We are, however, assured that the roads of no State which has repudiated its debt, or tampered with its credit will have much chance with foreign capitalists. Whether the grangers and their agitation against railroads may have any effect adverse to this movement of foreign capital opinions seem to differ.

These are the main facts about foreign capital and its probable attraction towards our railroad bonds, which have been communicated to us. How far this information may prove correct, or of practical use, we cannot as yet tell. Enough is known to show that it is too soon as yet to conclude, as some of us have too hastily done, that we shall stop railroad building for some years to come. No doubt the present panic will seriously retard the construction of many new roads on which much has already been spent. Weakness and financial mismanagement may cause some of these roads all over the country to pass into new hands, others will go under the control of the older roads and become either local branches, or part of through routes and great trunk lines, while only those which are useless, badly constructed and demanded by no want of the community, will remain unfinished till the country grows up to them, and justifies the outlay needful for their construction.

THE STOPPAGE OF OUR COTTON MILLS.

We do not sympathize with the feeling of despondency which to a considerable extent prevails, growing out of the stoppage of so many manufactories in various parts of the country. There is a class of persons always ready in time of trouble to exaggerate every unfavorable feature. Their profit appears to be drawn from the disasters of others, and just now they seem to be wonderfully prolific in the rumors which they set afloat or magnify. The very circumstance that the financial situation is rapidly improving appears to make them more active. If all the statements we see in some of our daily papers were facts, we should have to believe that there is not a railroad security above suspicion, nor a manufactory in the land but would have to stop and remain closed during the next twelve months.

But what real basis is there for such beliefs? We all know that the beginning of the present difficulties was a panic in Wall street which continued and spread until it had communicated itself to our banks, and thus with gradually widening circle to every department in trade. It was very destructive in its first results, but as it extended the blow became less severe, and now is seen in trade circles simply in the form of disorganization, and a consequent temporary sluggishness in the exchange of commodities. Until it had met this outer circle, and its remaining force been spent on these extremes of the business organization, no recuperation was possible, for it required just this enforced stoppage in our mills which we are experiencing to hasten the recovery.

To understand the point more fully a closer examination is necessary, and, for the sake of brevity, we confine it to our cotton mills, taking them as an illustration of the general position. There are interests more intimately connected with railroads which will show a slower recovery; but with this exception our remarks, we think, will admit of quite a wide application.

Up to the middle of September the cotton manufacturing interest was in excellent condition. The mills had been running to their full capacity. Sales had been rapid and at paying prices, and stocks were small. Everything gave promise of a very satisfactory season. Our readers are probably aware that since 1857 the mills have not sold on credit. That is, they never take notes, and the thirty or thirty-five days they give is with the idea of allowing the jobber sufficient time to receive and examine his goods before paying for them. It remains, however, a book account, and is considered a cash transaction. When the panic began it thus found the mills in their busiest season. They had made their August deliveries and a good part of those for September, with engagements ahead, which they met as the goods were ready. Their collections for the August sales had not, of course, been made, and it is hardly necessary to say that the panic prevented their coming in except to a very limited extent, and the same was true with regard to the September sales. Here, then, were two months among the busiest of the whole year, and probably covering one-fifth of the entire twelvemonth transactions, the returns from the greater portion of which they did not receive. We can easily imagine the effect of this one fact on the ease with which weekly pay-rolls, of the size our cotton mills have, were kept up. These accounts were not lost, but simply deferred.

In addition to this embarrassment, the Banks became so feeble that to obtain help from them was extremely difficult, and to secure the necessary currency was even more troublesome. Under such circumstances the wonder is that all the mills did not stop; but their general condition is so strong that these severe derangements were met in a very large number of cases by simply closing every day at candlelight and in others by shutting down a day or two of each week. One class of mills, however, made a more radical change: we refer to the print mills. During the fall they are always engaged on dark prints for winter wear. A check in the sales naturally resulted in increased stocks; and as this year's winter prints, if carried over, would in many cases be of as little value as last year's strawberries, there was no alternative but to stop production. With the first of January they begin the manufacture of goods for the spring trade, and a stoppage in December is always customary.

We have been thus particular in explanation of the causes which have led to the present movement, in order that its probable duration may be better understood. It will be seen, then, in the first place, that the suspension of work does not indicate any unsoundness, and has not developed any in the manufacturing districts. We do not consider the reported condition of the Spragues requires any modification of this statement. Too few facts are yet disclosed with regard to them to speak critically of their case. We all know, however, that they are men of great enterprise and of extensive engagements, and although their resources are large, a temporary embarrassment would seem to find explanation in the very facts cited above. In a word, it is evident from what has been said that the stoppage of so many mills is the result simply of temporary derangements:—collections stopped, sales stopped, and consequently the manufacture of goods stopped, mainly, however, of those which are of value only in their season. Nor have the mills any large stocks. They were well sold down when the panic began, and only during the past six weeks has there been any unusual accumulation. We thus conclude that this suspension of work is simply a precautionary and temporary measure, and should be looked upon by no means as an aggravation of present difficulties, but rather as a relief to the situation.

Had the mills persisted in running to their utmost capacity, putting out their obligations and piling up stocks, there would have been cause for anxiety; the very conservative course they have adopted, diminishing so largely their pay-rolls while waiting to collect their overdue accounts and realize upon their recent accumulation of goods, should give us confidence, for now, each succeeding day, their position is strengthened, and the money markets upon which they are depending are to the same extent relieved.

We also see in the suspension of work the strongest guaranty of a speedy resumption and of a fairly active trade in cotton goods in the near future. Our banks all over the country are rapidly gaining strength; with their position fully recovered, the demand for merchandise, which has been simply held in check by the bank suspension, the cessation of banking facilities, and the fear of worse evils to come, will gradually reassert itself. The action of the mills in stopping the supply of goods will also hasten a revival of the demand; this is simply the working of a natural law—and with the movement once begun again an entire recovery must be speedy.

What we have already said is sufficient to show that there is no reason for the distrust in the soundness of our cotton manufacturers, which designing persons and papers are attempting to excite. There are undoubtedly weak spots in every trade, and a time like the present tends to bring them to the surface. But as a whole the mercantile community is, beyond a doubt, sound and in better condition than for years before to meet such a strain as the present; and as money has again become easy to obtain by all who have undoubted security to offer, and is sure to grow more abundant, there are the best of reasons for viewing the situation with hope and confidence rather than with despondency.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 16th ult. These weekly changes are furnished by and published in accordance with an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Connecticut— Stamford.....	First National B'k	Bank of New York National Banking Association approved in place of the Fourth National Bank of New York.
New Jersey— Flemington—	Hunterdon' County National Bank.	Importers' and Traders' National Bank of New York City, approved in place of the National Bank of the Commonwealth of New York City.
New Jersey— Newark.....	National State B'k	National Bank of Commerce of New York City, approved in place of the the Fourth National Bank of New York.
Pennsylvania— Greensburg....	Farmers' National Bank.	Third National Bank of Pittsburgh approved in place of Tradesmen's National Bank, Pittsburgh.
Tennessee..... Pulaski.	National Bank of Pulaski.	Fourth National Bank of New York, approved in place of the First National Bank, Washington, D. C.
Ohio— Gallion.....	First National B'k	Central National Bank of New York, and National City Bank of Cleveland, approved in place of the Third National Bank of New York.
Indiana..... Evansville.....	Evansville National Bank.	Phenix National Bank of New York, approved in place of Third National Bank of New York.
Indiana— Rochester.....	First National B'k	American Exchange National Bank of New York, approved in place of Third National Bank of New York.
Illinois— Elgin.....	First National B'k	First National Bank of Chicago, approved in place of Union National Bank of Chicago.
Illinois— Mason City....	First National B'k	Ninth National Bank of New York, approved as an additional Redeeming agent.
Illinois— Morris.....	Grundy County National Bank.	First National Bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Michigan— Allegan.....	First National B'k	Merchants' National Bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Michigan— Battle Creek...	First National B'k	Commercial National Bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Wisconsin— Baraboo.....	First National B'k	Merchants' National Bank of Chicago, approved in place of Second National Bank of Chicago.
Wisconsin— Green Bay.....	National Bank of Commerce.	First National bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Wisconsin— Jefferson.....	National Bank of Jefferson.	First National Bank of Chicago, approved in place Second National Bank of Chicago.
Iowa— Brighton—	Brighton National Bank.	Merchants' National Bank of Chicago, approved in place of Union Nat'l Bank of Chicago.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Iowa—Clinton.....	Clinton National Bank.	Clinton National Bank of Chicago, approved in place of Commonwealth National Bank of New York.
Iowa—Lansing.....	First National B'k	Union National Bank of Chicago, approved in place of First National Bank of Milwaukee.
Iowa—Tama City—	First National B'k	First National Bank of Chicago, approved in place of Manufacturers' National Bank of Chicago.
Rhode Island—Providence.....	City National Bank.	Ninth National Bank of New York, approved in place of the Fourth National Bank of New York.
New York—Poughkeepsie..	Merchants' Nat'l Bank.	Ninth National Bank of New York, approved in place of the National Bank of Commonwealth, New York.
Pennsylvania—Altoona.....	First National B'k	Farmers' and Mechanics' National Bank, Philadelphia, approved in place of Girard National Bank, Philadelphia.
Pennsylvania—Minersville.....	First National B'k	Bank of North America, Philadelphia, approved in place of First National Bank of Philadelphia.
Illinois—Rochelle.....	Rochelle National Bank.	Importers' and Traders' National B'k of New York, approved as an additional Redeeming Agent.
Michigan—Sturgis.....	First National B'k	Fifth National Bank of Chicago, approved in place of Second National Bank of Chicago.
Wisconsin—Eau Claire.....	First National B'k	First National Bank, Chicago, approved in place of the Second Nat'l Bank of Chicago.
Wisconsin—Neenah.....	National Bank of Neenah.	First National Bank of Chicago, approved in place of the Union National Bank of Chicago.
Wisconsin—Racine.....	Manufacturers' National Bank.	First National Bank of Chicago, approved in place of the Union National Bank of Chicago.
Iowa—Centerville.....	First National B'k	City National Bank of Chicago, approved in place of the Union Nat'l Bank of Chicago.
Iowa—Iowa City.....	First National B'k	Cook County National Bank of Chicago, approved in place of the Manufacturers' National Bank, Chicago.
Iowa—Marshalltown.....	First National B'k	National Bank of the State of New York, approved in place of the Importers' and Traders' National B'k, New York. First National Bank of Chicago, approved in place of Union National Bank, Chicago.
Iowa—Oskaloosa.....	National State B'k	Commercial National Bank of Chicago, approved in place of the Union National Bank of Chicago.
Minnesota—Fergus Falls.....	First National B'k	National Bank of Commerce, Chicago, approved in place of Manufacturers' National Bank, Chicago.
Minnesota—Hastings.....	Merchants' Nat'l Bank.	First National Bank of Chicago, approved in place of Second National Bank of Chicago.
Kansas—Ottawa.....	First National B'k	First National Bank of Chicago, approved in place of the Union Nat'l Bank of Chicago.
Ohio—Cincinnati.....	Third National B'k	American Exchange National Bank of New York, approved in place of the Fourth National Bank of New York.

No new banks organized since the 16th ult.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—OCTOBER 17.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12 0/10 @ 12 1/4	Oct. 17.	short.	12 0/1
Antwerp.....	3 months.	25 80 @ 25 85	"	"	25 42
Hamburg.....	short.	30 55 @ 30 62	"	3 mos.	20 0/1
Paris.....	3 months.	25 32 1/2 @ 25 42 1/2	"	short.	25 37
Vienna.....	11 65 @ 11 70		Oct. 17.	3 mos.	113 45
Berlin.....	6 25 1/2 @ 6 36		"	short.	6 20 1/2
Frankfurt.....	120 @ 120 1/4		"	short.	118
St. Petersburg.....	31 7 1/2 @ 31 3/4		"	"	"
Odiz.....	49 1/2 @ 49 1/2		"	"	"
Liebon.....	90 days.	52 1/2 @ 52 1/2	"	"	"
Milan.....	3 months.	29 65 @ 29 75	Oct. 17.	short.	28 95
Genoa.....	29 65 @ 29 75		"	60 days.	106 1/2
Naples.....	30 65 @ 30 75		"	90 days.	26 1/2
New York.....	"	"	Sept. 22.	26	
Rio de Janeiro.....	"	"	Sept. 8.	48 1/2	
Bahia.....	"	"	Sept. 13.	44 1/2	
Buenos Ayres.....	"	"	Sept. 20.	26 1/2 @ 26 1/2	
Valparaiso.....	"	"	Oct. 16.	6 mos.	1s. 10 1/2 d.
Pernambuco.....	"	"	Oct. 10.	"	1s. 10 1/2 d.
Montevideo.....	"	"	Oct. 14.	"	51 1/2
Bombay.....	60 days.	1 per cent. dis.	Oct. 9.	"	5s 10 1/2 d. = 10 1/2 d.
Calcutta.....	"	1.10% @ 1.10 3-16	Oct. 8.	"	51 1/2
Hong Kong.....	"	4s. 5d.	Oct. 8.	"	"
Shanghai.....	"	"	Oct. 15.	3 mos.	94 1/2
Peking.....	"	"			
Singapore.....	60 days.	1 per cent. dis.			
Sydney.....	"	1.10% @ 1.10 3-16			
Madras.....	"	"			
Alexandria.....	"	"			

[From our own correspondent.]

LONDON, Saturday, Oct. 18, 1873.

The state of the money market continues to attract serious attention and discussion, and there can be little doubt of the fact that matters have become critical. It is exactly one month since Jay Cooke suspended payment, and since then the reserve of the Bank has fallen from £13,346,843 to £7,861,036, or to the extent of £5,485,807; and the stock of bullion from £23,912,623 to £19,723,801, or to the extent of £4,188,822. This is more than £1,000,000 weekly, so that it is quite clear the drain will have become very serious if allowed longer to proceed at that rapid rate. The

liabilities of the bank have, indeed, diminished, the public and private deposits having been reduced by £4,668,695, but the proportion of reserve to them has nevertheless receded from 43 1/2, which was the amount on the 18th of September last, to 31 1/2 per cent the present total. In addition to the export inquiry for gold, the demand for coin for internal circulation has of late been very considerable, and this may be expected to return, though it is quite probable that the movement will be delayed so long as the great uncertainties about the future exist. The bank has this week been borrowing largely on government stock, and it is to this cause that the open market rates of discount have been forced up nearly to those current at the bank. It is fully believed that a seven per cent rate will be necessary; indeed, the present state of affairs justifies that rate at once, and the community is quite prepared for a change at any moment. The bank rate was advanced to 6 per cent at a somewhat late hour, on Tuesday, and the movement was immediately followed by a rise in the French rate also to 6 per cent. The Bank of France has now £28,831,000 of gold, while the note circulation is as much as £120,325,000; and it is quite believed here that in the Paris money market there will be increasing stringency. The indemnity has been paid, and Germany has been satisfied; but the day of reckoning up has arrived, and the French are now beginning to feel the effects of so vast a payment. It would certainly be the greatest surprise in financial history were a payment of £200,000,000, and indeed of £250,000,000, (the total which it has probably been increased to by the additions of interest and the maintenance of troops) to be made by one nation to another without its effects being felt in more than one quarter, and as the German Government has locked up a very large supply of gold, the stringency may become alarming now the United States are in want of it. The supplies of gold known to be coming forward from Australia will not probably exceed £2,000,000 by the end of the year, while from other quarters very little is known to be adroit. As matters now stand, there is unquestionably reason for extreme caution in every department of business, as we are quite likely to have a very tight money market, owing to the rapid depletion of the bank's reserve of gold. The stock of bullion in the Bank of Prussia is £36,000,000.

The commercial demand for money, in its strict sense, has been very moderate, and the supply of commercial paper, owing to the contraction of trade, is very moderate. The uncertainties prevailing have induced many merchants to make additional provisions, and hence the augmented circulation of coin in the provinces and the small decrease which has taken place in the note circulation. The latter should have fallen off considerably this week, and the small diminution in it is therefore significant. The present quotations for money are as follows:—

	Per cent.		Per cent.
Bank rate.....	7	4 months' bank bills.....	Nominal.
Open-market rates:		6 months' bank bills.....	Nominal.
30 and 60 days' bills.....	6% @ 6 1/2	4 and 6 months' trade bills.....	Nominal.
3 months' bills.....	6% @ 6 1/2		

* Since I wrote the above, my anticipations have been verified, for at a late hour to-day the bank rate has been advanced to 7 per cent. No surprise has been occasioned, as the movement was quite expected.

The rates of interest allowed by the joint stock banks and discount houses for deposits are as follows:

	Per cent.
Jointstock banks.....	5 @
Discount houses at call.....	5 1/2 @
Discount houses with 7 days' notice.....	5 1/4 @
Discount houses with 14 days' notice.....	5 1/2 @

The following are the rates for money at the leading Continental cities:

Bank rate.....	Open rate, market.	Bank rate.....	Open rate, market.
per cent.	per cent.	per cent.	per cent.
Paris.....	6 1/2	Madrid, Cadiz and Barcelona.....	6 (nominal).
Amsterdam.....	5 1/4	Lisbon and Oporto.....	7 1/2
Hamburg.....	4 1/2	St. Petersburg.....	6 1/2
Berlin.....	4 1/2	Brussels.....	5 1/2
Frankfurt.....	4 3/4	Turin, Florence and Rome.....	5 1/4
Vienna and Trieste.....	5 1/2		

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, of No. 40 Mule Yarn fair second quality, and the Bankers' Clearing House return compared with the four preceding years:

	1869.	1870.	1871.	1872.	1873.
Circulation, including bank post bills.....	24,516,991	35,043,387	36,368,916	36,903,007	37,315,445
Public deposits.....	3,548,966	4,733,916	3,760,093	5,510,195	4,316,070
Other deposits.....	18,175,412	18,330,856	28,136,632	19,465,772	20,421,595
Government securities.....	15,211,953	13,131,443	15,801,023	13,256,546	13,231,229
Other securities.....	14,854,216	15,663,561	19,778,826	21,320,371	21,801,732
Reserve of notes and coin.....	9,891,809	12,835,698	9,559,561	8,530,981	7,861,036
Coin and bullion in both departments.....	18,828,314	21,966,358	20,353,421	19,990,636	19,722,801

Bankrate.....	2½ p. c.	2½ p. c.	5 p. c.	6 p. c.	6 p. c.
Consols.....	93½ d.	93½ d.	93d	92½ d.	91½ d.
Price of wheat.....	47s. 6d.	47s. 6d.	56s. 5d.	58s. 9d.	61s. 0d.
Mid. Upland cotton.....	12d.	8½ d.	9 11-16d.	9 11-16d.	9½ d.
No. 40 mule yarn fair 2d quality.....	1s. 3d.	1s. 1½ d.	1s. 2d.	1s. 2½ d.	1s. 1½ d.
Clearing House return.....	76,850,000	76,700,000	119,323,000	125,766,000	110,067,000

Germany is still a buyer of gold for export, and it is stated that a considerable supply has been sent away from a private source. Silver is rather cheaper, but in the value of dollars, no material change has taken place. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	SOLD.	s. d.	s. d.
Bar Gold.....	per oz. standard, last price.	77 9½	@
Bar Gold, fine.....	per oz. standard, last price.	77 9½	@
Bar Gold, Refinable.....	per oz. standard, last price.	77 11½	@
South American Doubletons.....	per oz.	73 9	@ 74 0
United States Gold Coin.....	per oz. none here.	@	@

	SILVER.	s. d.	s. d.
Bar Silver, Fine.....	per oz. standard, last price.	10 11-16	@
Bar Silver, containing 5 grs. Gold.....	per oz. standard, last price.	4 11½	@ 4 11½
Fine Cake Silver.....	per oz. no price	@	@
Mexican Dollars.....	per oz., last prices, new 4 9½ old, 4 9½	@	@
Five Franc Pieces.....	per oz., none here.	@	@

The stock markets have, on the whole, been firm, but the amount of business in progress has been very moderate. United States Government securities have somewhat improved in value, but Erie shares and Atlantic & Great Western securities were at one period of the week very much depressed, owing to the heavy fall which had taken place in the New York market. Since then, however, there has been a partial recovery. French scrip has been very firm, and has been as high as 9½ premium. The following were the closing prices of consols and the principal American securities this afternoon:

Consols.....	92½ @ 93½
United States 5 per cent 5 30 bonds, ex 4-6.....	91 @ 92
do drawn.....	91 @ 91½
do 1865 issue.....	93 @ 94
do 1867 issue.....	96 @ 97
do 5 per cent 10-40 bonds, ex 4-6.....	91½ @ 92½
do 5 per cent Funded Loan, 1871, ex 4-6.....	90½ @ 91
Atlantic and Gr. West, 5 per cent, Deben's, Bischoffsheim's cfs.....	54 @ 56
Ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.....	34 @ 36
Ditto 1st Mortgage, 7 per cent bonds.....	73 @ 74½
Ditto 2d Mortgage, 7 per cent bonds.....	60 @ 61
Ditto 3d Mortgage.....	28 @ 28½
Erie Shares, ex 4-6.....	39 @ 29½
do preferred.....	57 @ 58
Ditto 6 per cent. Convertible Bonds.....	96 @ 97
Ditto 7 per cent Consolidated Mortgage Bonds.....	92 @ 93½
Illinois Central Shares, \$100 pd., ex 4-6.....	83 @ 85
Illinois and St. Louis Bridge, 1st mort.....	98 @ 100
Louisiana 6 per cent. Levee Bonds.....	42 @ 47
Massachusetts 5 per cent. sterling bds, 1900.....	93 @ 95
New Jersey United Canal and Rail bds.....	99½ @ 100½
New York Central \$100 shares.....	76 @ 77
Panama Gen. Mort. 7 per cent. bonds, 1897.....	94 @ 96
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	97 @ 98
Virginia 6 per cent. bonds, ex 4-6.....	40 @ 42

Large supplies of wheat being afloat, owing to the extensive shipments which have been made from the United States, there has been considerable dulness in the wheat trade, and where sales have been pressed lower prices have been submitted to. The present rate of importation is by no means in excess of our requirements, and hence the decline from the late somewhat extravagant point has not been very considerable. The weather is extremely favorable for agricultural operations, and there is every prospect of an excellent seed time. It is also satisfactory to notice that there are ample supplies of good seed wheats, so that if the weather continues as satisfactory as at present there will be some grounds for believing in a good crop next year. The following were the average prices of English wheat, barley and oats in England and Wales for last week, compared with the four previous years

	1873.	1872.	1871.	1870.	1869.
Wheat.....	61-0	58-9	56-5	47-0	47-0
Barley.....	44-3	41-9	36-2	36-7	38-1
Oats.....	25-3	22-2	22-6	22-5	24-1

The following return shows the imports and exports of grain into and from the United Kingdom since harvest, viz., from Sept. 1 to the close of last week, compared with the corresponding periods in the three preceding years:

IMPORTS.					
	1873.	1872.	1871.	1870.	
Wheat.....	4,483,156	6,426,070	5,914,350	4,143,122	
Barley.....	1,080,047	1,302,728	885,836	585,386	
Oats.....	1,027,302	1,281,459	1,706,845	1,143,251	
Peas.....	123,342	135,844	47,604	99,836	
Beans.....	459,631	294,375	505,704	119,251	
Indian Corn.....	2,876,331	3,322,733	2,957,419	2,936,439	
Flour.....	639,954	590,379	449,825	537,685	
EXPORTS.					
	1873.	1872.	1871.	1870.	
Wheat.....	706,769	40,845	652,000	376,914	
Barley.....	1,917	1,298	1,466	1,414	
Oats.....	6,152	2,459	6,574	191,801	
Peas.....	1,044	517	561	24,965	
Beans.....	7	372	235	100	
Indian Corn.....	32,636	2,416	1,719	12,852	
Flour.....	30,950	8,909	9,183	311,864	

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—American securities are firm at the close, at a decline on last Friday's prices. The bullion in the Bank of England has increased £16,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92½	92½	92½	92½	92½	92½
“ account.....	92½	92½	92½	92½	92½	92½
U. S. 6s (5-20s), 1865, old.....	93½	93½	93½	93½	93½	93½
“ 1867.....	96½	96½	96½	96½	96½	96½
U. S. 10-40s.....	91½	91½	91½	91½	91½	91½
New 5s.....	91	91	91	90½	90½	90½

The daily quotations for United States 6s (1862) at Frankfurt were:

Frankfort.....	97½	97½
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes firm, with some advance in quotations.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	26 0	26 0	26 0	26 0	26 0	27 0
Wheat (Red W'n. spr.).....	11 4	11 4	11 4	11 4	11 4	11 5
“ (Red Winter).....	11 10	11 10	12 0	12 0	12 0	11 10
“ (Cal. White club).....	13 0	13 0	13 0	13 0	13 0	13 3
Corn (West. m'd) quarter.....	31 6	31 6	31 9	31 9	32 0	32 0
Barley (Canadian).....	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.).....	3 4	3 4	3 4	3 4	3 4	3 4
Peas (Canadian).....	40 0	40 0	40 0	40 0	40 0	40 0

Liverpool Provisions Market.—Pork is a shilling higher, while beef and lard are lower in price.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new ½ tce.....	77 6	77 6	77 6	77 6	77 6	75 0
Pork (Dr. mess) new ½ bbl.....	71 6	72 6	72 6	72 6	72 6	72 6
Bacon (Cur. cut) new ½ cwt.....	38 0	38 0	38 0	38 0	38 0	38 0
Lard (American).....	41 9	40 9	40 9	40 9	40 9	40 6
Cheese (Amer'n fine).....	68 0	68 0	68 0	68 0	68 0	65 0

Liverpool Produce Market.—Tallow and spirits turpentine have advanced somewhat, and common rosin is 3d. lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. N. C.).....	14 0	16 0	16 0	16 0	16 0	16 0
“ fine.....	14 0	16 0	16 0	16 0	16 0	16 0
Petroleum (refined).....	1 2½	1 3	1 3	1 3	1 3	1 2½
“ (spirits).....	1 1	1 1	1 1	1 1	1 1	1 1
Tallow (American).....	39 9	39 9	39 9	39 9	39 9	41 0
Cloverseed (Am. red).....	45 0	45 0	45 0	45 0	45 0	45 0
Spirits turpentine.....	33 6	34 0	34 0	34 0	34 0	34 0

London Produce and Oil Markets.—Lined oil is 3s. lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Line'd c/ke (oh).....	10 15	10 15	10 15	10 15	10 15	10 15
Line'd (Calcutta).....	63 3	63 3	63 3	63 3	63 3	63 3
Sugar (No. 12 D'chstd).....	29 6	29 6	29 6	29 6	29 6	29 6
on spot, ½ cwt.....	29 6	29 6	29 6	29 6	29 6	29 6
Sperm oil.....	94 0	94 0	94 0	94 0	94 0	94 0
Whale oil.....	34 0	34 0	34 0	34 0	34 0	34 0
Linseed oil.....	31 3	31 0	31 0	31 0	31 0	31 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods and an increase in general merchandise. The total imports amount to \$5,830,093 this week, against \$4,918,000 last week, and \$7,219,707 the previous week. The exports are \$6,404,434 this week, against \$7,430,526 last week, and \$7,025,771 the previous week. The exports of cotton the past week were 16,161 bales, against 12,542 bales last week. The following are the imports at New York for week ending (for dry goods) Oct. 23, and for the week ending (for general merchandise) Oct. 24:

	1870.	1871.	1872.	1873.
Dry goods.....	\$1,913,931	\$2,462,704	\$2,281,027	\$1,556,413
General merchandise.....	3,358,119	5,363,653	5,175,484	4,771,680
Total for the week.....	\$5,272,050	\$7,826,357	\$7,456,511	\$6,330,093
Previously reported.....	249,689,700	317,632,437	362,627,200	334,400,734

Since Jan. 1..... \$254,961,780 \$325,458,794 \$370,086,711 \$340,239,827

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie from the port of New York to foreign ports, for the week ending Oct. 28:

	1870.	1871.	1872.	1873.
For the week.....	\$3,856,163	\$4,918,236	\$5,470,104	\$6,404,434
Previously reported.....	149,052,259	195,364,229	189,069,980	238,002,655

Since Jan. 1..... \$152,948,422 \$300,232,465 \$194,540,084 \$344,407,089

The following will show the exports of specie from the port of New York for the week ending Oct. 25, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Oct. 20—Brig Seabird, Mara- caibo— United States gold coin. \$72,379	
Oct. 20—Str. Colon, Aspin- wall— Silver coin. 25,954	
For Champerico— Silver coin. 10,000	
For Guayaquil— Silver coin. 15,954	

Total for the week \$32,972
Previously reported 43,742,140

Total since Jan. 1, 1873	\$44,125,112
Same time in	\$62,276,907
1872	57,733,061
1871	51,546,311
1870	28,564,035

The imports of specie at this port during the past week have been as follows:

Oct. 21—Str. City of Merida, Havana— Gold. \$1,205	
Oct. 21—Str. South America, Rio Janeiro— Gold. 26,600	
Gold dust. 3,684	
Oct. 22—Str. Wilmington, Ha- vana— Gold. 5,000	
Oct. 22—Str. Westphalia, South- ampton— Silver. 4,000	
Gold. 51,384	
Gold bars. 484,000	
Oct. 23—Str. City of Havana, Havana— Total for the week. \$2,708,316	
Previously reported. 10,651,771	

Total since January 1, 1873	\$12,760,087
Same time in	\$5,201,901
1872	8,388,854
1871	8,627,378
1870	14,771,836

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury.

1.—Securities held by the U. S. Treasurer in trust for National Banks and balance in the Treasury:

Week ending	For Circulation.	For U. S. Deposits.	Total.	—Bal. in Treasury.— Coin. Currency.	Coin cer- tificates. outst'd.
Nov. 2. 384,988,900	15,748,000	400,781,900	78,134,512	9,785,458	21,376,000
Nov. 9. 385,377,400	15,709,000	401,086,400	72,997,543	8,521,196	21,354,000
Nov. 16. 385,377,400	15,709,000	401,086,400	71,939,802	6,859,094	20,396,000
Nov. 23. 385,377,400	15,693,000	401,070,400	69,598,059	5,002,607	19,919,000
Nov. 30. 385,377,400	15,693,000	401,070,400	70,058,969	5,253,445	19,746,000
Dec. 7. 385,377,400	15,693,000	401,070,400	69,891,000	4,127,052	19,269,000
Dec. 14. 385,377,400	15,693,000	401,070,400	74,201,001	5,790,900	23,720,000
Dec. 21. 385,377,400	15,693,000	401,070,400	64,044,361	3,509,925	25,463,000
Dec. 28. 385,377,400	15,693,000	401,070,400	64,238,051	2,784,397	25,132,500
Jan. 4. 385,377,400	15,693,000	401,070,400	64,755,762	3,371,456	34,780,500
Jan. 11. 385,377,400	15,693,000	401,070,400	64,008,981	4,609,998	28,598,500
Jan. 18. 385,377,400	15,693,000	401,070,400	61,896,378	5,765,832	22,851,000
Jan. 25. 385,377,400	15,693,000	401,070,400	66,132,072	2,326,316	22,608,000
Feb. 1. 385,377,400	15,693,000	401,070,400	65,092,373	2,095,784	29,803,500
Feb. 8. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Feb. 15. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Feb. 22. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Feb. 29. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Mar. 6. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Mar. 13. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Mar. 20. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Mar. 27. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Apr. 3. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Apr. 10. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Apr. 17. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Apr. 24. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
May 1. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
May 8. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
May 15. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
May 22. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
May 29. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jun. 5. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jun. 12. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jun. 19. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jun. 26. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jul. 3. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jul. 10. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jul. 17. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jul. 24. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jul. 31. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Aug. 7. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Aug. 14. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Aug. 21. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Aug. 28. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Sep. 4. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Sep. 11. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Sep. 18. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Sep. 25. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Oct. 2. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Oct. 9. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Oct. 16. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Oct. 23. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Oct. 30. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Nov. 6. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Nov. 13. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Nov. 20. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Nov. 27. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Dec. 4. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Dec. 11. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Dec. 18. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Dec. 25. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500
Jan. 1. 385,377,400	15,715,000	401,086,400	65,092,373	2,095,784	29,803,500

2.—National bank currency in circulation; fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week ending	Notes in Circulation.	Fractional Received.	Currency. Distributed.	Leg. Ten. Distrib'd.
Nov. 2. 340,940,679	1,129,500	735,000	430,000	
Nov. 9. 341,059,993	1,006,700	850,600	501,000	
Nov. 16. 341,289,186	1,194,800	692,000	1,888,500	
Nov. 23. 341,501,896	952,400	894,800	576,000	
Nov. 30. 342,088,811	228,000	686,800	666,000	
Dec. 7. 342,114,116	1,371,200	508,800	1,261,000	
Dec. 14. 342,359,565	1,447,600	726,000	709,000	
Dec. 21. 342,480,056	1,240,000	296,800	600,000	
Dec. 28. 342,526,926	609,600	355,000	2,777,000	
Jan. 4. 342,579,872	767,600	925,600	1,318,600	
Jan. 11. 342,809,951	989,600	507,200	1,707,000	
Jan. 18. 342,890,100	804,800	308,400	2,040,000	
Jan. 25. 343,130,984	866,400	846,700	2,470,000	
Feb. 1. 343,289,474	519,800	743,500		

Feb. 8. 343,174,274	477,600	563,000	738,500
Feb. 15. 343,382,729	420,000	584,000	1,300,000
Feb. 22. 343,372,904	912,000	460,400	735,000
March 1. 343,372,904	538,000	458,300	1,085,000
March 8. 343,372,904	912,000	458,300	1,438,800
March 15. 343,372,904	744,000	622,400	1,038,000
March 22. 343,372,904	516,000	469,500	115,000
March 29. 343,372,904	516,000	554,600	1,289,000
April 5. 343,372,904	722,000	890,000	1,797,500
April 12. 343,372,904	961,200	604,400	755,300
April 19. 343,372,904	884,000	804,400	668,900
April 26. 343,372,904	891,000	556,000	456,500
May 3. 343,372,904	58,000	478,800	908,500
May 10. 343,372,904	732,000	801,600	766,500
May 17. 343,372,904	520,000	586,000	730,000
May 24. 343,372,904	612,000	911,200	898,000
May 31. 343,372,904	612,000	778,400	1,377,000
June 7. 343,372,904	584,400	920,000	1,114,000
June 14. 343,372,904	716,000	1,132,800	2,040,800
June 21. 343,372,904	694,200	348,800	908,000
June 28. 343,372,904	492,000	1,367,600	1,060,000
July 5. 343,372,904	682,000	630,500	1,138,000
July 12. 343,372,904	648,000	413,900	682,700
July 19. 343,372,904	549,800	1,092,000	800,000
July 26. 343,372,904	702,400	608,600	675,000
Aug. 2. 343,372,904	1,311,500	716,200	884,800
Aug. 9. 343,372,904	978,000	730,000	1,138,000
Aug. 16. 343,372,904	1,352,600	1,016,000	898,000
Aug. 23. 343,372,904	1,078,000	682,700	811,500
Aug. 30. 343,372,904	1,192,654	1,456,200	2,788,800
Sept. 6. 343,372,904	1,167,900	1,413,876	18,709,370
Sept. 13. 343,372,904	1,116,800	1,486,860	6,911,460
Sept. 20. 343,372,904	1,247,000	306,600	2,161,600
Sept. 27. 343,372,904	1,187,000	24,800	908,000
Oct. 4. 343,372,904	1,050,000	605,000	1,463,000

Brunswick & Albany.—The sale of this road, which has been heretofore alluded to, took place at Brunswick, Ga., October 15. Several bidders were present, and the road was sold to Mr. J. N. Mayers, representative of German bondholders who own over \$2,000,000 of the first mortgage bonds. The price paid was \$530,000, of which \$150,000 is payable at once and the remainder in six months. The telegraph line was sold to C. O. Whitney for \$2,900, subject to a five years' lease. Fifteen cars were sold separately, and purchased by O. O. Nelson for \$5,625. The road was not sold under foreclosure, but to satisfy judgments obtained by creditors.

A dispatch to the Albany (Ga.) News from Charles L. Schlatter announces that he, as representative of the bondholders, took possession of the road October 16, and would continue to run trains as usual. He says nothing can be done about extending the road west of Albany until a new company is organized.

The road is 171 miles long from Brunswick, Ga., west to Albany, and its business is very light.

The Chesapeake & Ohio.—Since the completion of this road there have been opened along the line 17 coal mines and 7 iron ore beds, and 12 blast furnaces have been built. The new furnaces completed and in course of erection will have a total annual product of 120,000 tons of pig iron.

The directors comprise: A. A. Low, C. P. Huntington, William H. Aspinwall, David Stewart, Jonas G. Clark, William White-
wright, jr., and William B. Hatch, of New York; Pliny Fisk, of New Jersey; William C. Wickham and John Echols, of Virginia; and H. C. Parsons, of West Virginia.

It is understood that there is a desire on the part of the directors to raise money for the coupons, Mr. Huntington offering to give \$100,000 for that purpose. At the meeting of directors to-day it was decided that the bondholders be asked to fund the four coupons next maturing into 7 per cent income bonds. The company will make a statement to the creditors and bondholders to-morrow.

The Richmond Dispatch, Oct. 29, has the following: "The treasury of the enterprising company that so rapidly completed this railroad to the Ohio is afflicted with the general railroad epidemic of emptiness. Great efforts have been made to meet the November interest. A circular already issued to holders of collaterals of the company for money loaned (called the floating debt), proposes to give those holders what are called 'income bonds,' in lieu of the security they now hold. These income bonds run for a brief term of years, and are payable in annual instalments. This expedient is to gain time and avoid the vicissitude of simple failure to meet obligations, which would afford no advantage to the company's creditors, and would increase the company's embarrassments to some extent.

"Their road has but recently gone into operation, but its means of transportation are inadequate to the demands upon it. Very large additions to its rolling stock must be made to move the freights now offering, and a double track from Richmond to Huntington will be indispensable to accommodate the trade which will ultimately crowd upon the line.

"With a little time and the help of that confidence which is every way due to such a corporation,

Des Moines Valley.—The sale of this road under orders of the United States Circuit Court took place at Des Moines, Ia., October 17. The road was sold in two sections, the first from Keokuk to Des Moines, 161 miles, and the second from Des Moines to Fort Dodge, 88 miles, including the bridge over the Des Moines River. The rolling stock was distributed between the two sections in proportion to their length. The section from Keokuk to Des Moines was purchased by J. A. Johnson, on behalf of the first mortgage bondholders, for \$1,175,000, and the line from Des Moines to Fort Dodge by C. H. Perry, of Keokuk, representing the Keokuk & Northwestern Railway Company for \$475,000, making a total of \$1,650,000. The Court decided some time since that the first mortgage bonds were a first mortgage on the line from Keokuk to Des Moines only, the second mortgage bonds being a prior lien on the road from Des Moines to Fort Dodge.

Kansas Pacific Railroad.—A telegram from St. Louis, Oct. 30, says: "Reports circulated here to-night that the Kansas Pacific Railroad Company went into protest to-day, but a high authority contradicts the rumor. All the current obligations and business paper of the company have been promptly met, and will continue to be; but the great stringency in money has prevented negotiations for funds to pay the November interest, and the payment of coupons will therefore be somewhat delayed."

New Jersey Southern.—As to the embarrassments of the New Jersey Southern Railroad Company, Mr. Prosper P. Shaw, who is a director and the plaintiff in one of the suits begun against the company, has stated "that the company was owing more than \$1,000,000, and he believed that some of its notes had gone to protest. The cause of the trouble was the work on the extension of the road between the Delaware and Chesapeake Bays, in which about \$1,000,000 had been expended this year, and the failure of the company to sell its bonds, the proceeds of which were expected to defray the cost of the extension. The trouble in selling the bonds was due to the general depreciation in railway securities. He said that he had made call loans to the road amounting to \$100,000, and, being unable to obtain payment, had instituted a suit for \$70,000. He brought this suit under advice, but now regretted having done so, and intended to take no further steps in the proceeding."

The directors since the late change are S. M. Mills, C. W. Huntington, J. B. Norris, H. H. Cook, Charles J. Osborne, Ed. Eldridge, P. P. Shaw, A. Green, R. F. Stockton, John Torrey, Jr., B. Williamson, G. P. Morosini and W. A. Painter. It was understood that the road was to pass under the control of the Baltimore & Ohio Railroad, but later advices indicate that such action is not likely to be immediate. Mr. Jay Gould has a claim of \$600,000 against the company and he claims to own the majority of the stock and bonds of the New Jersey Southern road, and to have built with his own means the links between the Delaware and Chesapeake Bays (in the States of Delaware and Maryland), which are about completed. He claims to be building unaided the remainder. The Baltimore & Ohio Company it is said, does not own a dollar of the bonds or stock of the New Jersey Southern Road. They have no responsibility whatever with the enterprise beyond that stated.

Pacific Mail.—The settlement recently effected by the directors of the Pacific Mail Steamship Company with ex-President Stockwell is understood to cover the entire transactions of the parties to the settlement, and to release each of them from any and all obligations to the other. The terms of the settlement involve the delivery by Mr. Stockwell to the company of 10,000 shares of Pacific Mail stock, to be made in instalments at fixed times or all at once, within a given period at the election of Mr. Stockwell. Upon the delivery of the entire amount of the stock the company is to return to Mr. Stockwell his unpaid notes, amounting to about \$800,000, and cancel the mortgage upon the Howe Sewing Machine property held by the company as collateral security. Both parties withdraw all claims upon which suits have been commenced, as well as all other claims of indebtedness as against each other. In conversation with a prominent officer of the Pacific Mail Company the question was asked, "If the mortgage upon the Howe Sewing Machine property given by Mr. Stockwell is not valid as collateral security, and if Mr. Stockwell's notes are not collectable, then why should Mr. Stockwell pay even \$350,000 to be relieved of the claim, and, on the other hand, if valid, why can they not be collected in full?" In reply to this that gentleman said that in his opinion it was not so much the validity of the mortgage which moved Mr. Stockwell to this step as it was the cloud cast upon the real estate in question, so long as the mortgage remained uncanceled, no matter how much its validity might be doubted.—*N. Y. World.*

Philadelphia & Reading.—This company issued, October 22, in London, their prospectus to capitalists relative to the new gold loan of \$10,000,000 authorized by the company. The mortgage bonds are dated October 1, 1873, and are to run 24 years. They are protected by a sinking fund of two per cent per annum, cumulative in character. President Gowan explains the position of the company in a circular letter accompanying the invitation for subscriptions, and states that the traffic requires increased carrying facilities, and in addition there are new coal mines to be opened for a greater supply of coal. In addition, the scarcity of vessels has created a necessity for an addition to the company's fleet of iron-screw colliers for the shipping trade at Port Richmond, which amounts to 2,500,000 tons per annum. For these several purposes it is estimated \$10,000,000 will be required. The present net revenue of the company he represents equal to the interest and sinking fund upon the loan herein announced and on the existing debt, while continuing the usual annual dividend of 10 per cent.

It is stated that this year the company increased its net income up to September 30, \$1,109,729; its total earnings for the ten months being \$12,022,221, against \$9,650,160 for the same period of 1872.

Southern Minnesota.—This road extends from Grand Crossing, Minn., opposite La Crosse, 170 miles west to Winnebago City. In April, 1872, it failed to pay the interest on its \$3,332,000 8 per cent first mortgage bonds. There are also \$1,252,000 7 per cent second mortgage bonds outstanding. Since November 23, 1872, the road has been in the hands of a receiver, Charles McIlrath, who has lately submitted a report to the mortgage trustees, Messrs. S. B. Ruggles and A. P. Man, of operations for the six months and seven days from November 23, 1872, to May 31, 1873. The gross earnings for that period were \$256,226, and expenses \$220,307, leaving net earnings \$35,919.

The trustees consider this result quite favorable, taking into consideration the refusal of the Milwaukee & St. Paul Railway Company to continue the previous arrangement for rebate on freights, and the fact that a receiver always labors under great disadvantages at the commencement of his term.

The returns for the month of June show the total earnings of that month at \$80,010 37, being an increase of \$22,352 96 over the earnings of the corresponding month of the previous year. They say that the arrangements for the construction of the bridge at La Crosse are considered to be complete, and the bridge itself ought to be completed in less than a year from the present time.

"A proposition was made last spring by outside parties looking to the completion of the road, westward, to a connection with the Sioux City Railroad, and to the assumption, on their part, of the future ownership of the road, subject to its present bonded indebtedness, upon condition that the bondholders would fund their coupons up to April next, inclusive, in corresponding bonds upon the extension of the road. Inquiries are frequently made whether this proposition is still pending. It has not been withdrawn, but has been in abeyance during our efforts to arrange for the construction of the bridge. The present season, however, is unfavorable for consummating such an arrangement; besides, a number of the parties referred to are in Europe; but the trustees still hope that the proposition will be renewed in no less acceptable shape before the end of the present season; and, in such case, they will not fail to present it promptly to the bondholders."

Texas & Pacific—Pennsylvania.—Thos. A. Scott.—A special correspondent of the New York Tribune writes from Philadelphia, Oct. 28: "Col. Thomas A. Scott, President of the Texas & Pacific Railway, and Vice-President of the Pennsylvania Railroad, returned to this city yesterday after an absence in Europe of several months. He stated that the loan of \$10,000,000 for the Pennsylvania Railroad Company was negotiated by the company's bankers in London a few days before the present financial revulsion began. The Pennsylvania was therefore in excellent condition to meet its requirements. The panic was entirely unexpected and unlooked for abroad. It would have been difficult to raise so large an amount on terms so favorable on any American securities after the outbreak of the panic. With reference to the Texas & Pacific Railway, he had not been so fortunate. He had not been able to close successfully negotiations for a sale of bonds, but obtained financial aid, so that work on the road will not be discontinued. The work needful to build the road within the limits of the requirements of Congress and the State of Texas will be continued by the Company. The effect of the recent panic was to stop the sale of the bonds of American railroads in Europe for the present."

Referring to a rumor this week in regard to the Pennsylvania Railroad, the Philadelphia Ledger states that it is assured by the officers of the company best informed on the subject that its finances were never easier than now, and adds:

In proof of this fact we furnish the following statement of the earnings of the company for the month of September and the nine months of the year, compared with corresponding time last year:

For September, 1873.....	\$2,468,076
Same month last year.....	2,070,425
Increase.....	\$397,651
January 1, 1873, to October 1, 1873.....	\$18,720,807
Same period last year.....	16,219,050
Increase.....	\$2,501,757

Union Pacific Railroad.—The following official statement is made of land sales:

July, 1873—20,599 43-100 acres for.....	\$138,677 23
Average per acre.....	6 73
Aug., 1873—22,873 65-100 acres for.....	157,994 24
Average per acre.....	6 90
Sept., 1873—20,230 51-100 acres for.....	126,970 86
Average per acre.....	6 27
Total sales to September 30, 1873, 799,748 73-100 acres for.....	3,595,460 63
Average per acre.....	4 50
Lands belonging to the Company remaining unsold, 11,380,351 27-100 acres.	

LAND GRANT BONDS.

Total amount issued.....	\$10,400,000
Less bonds cancelled by Land Department.....	\$1,415,000
Less bonds cancelled by Trustees.....	1,767,000
Leaving bonds outstanding.....	\$8,633,000

LAND NOTES ON HAND.

September 30, 1873—Principal (interest not included).....	\$1,881,189 03
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Union Pacific Central Branch.—This road, formerly the Atchison and Pike's Peak, has no connection whatever with the Union Pacific.

The Board of Directors has issued a circular asking the holders of the first mortgage bonds to fund the first seven coupons maturing after November 1. For this purpose a series of bonds, called coupon bonds, have been prepared, numbering from 1 to

1,600, and therefore corresponding in number to the first mortgage bonds. These bonds will be for the following amounts each:
 Seven coupons, gold..... \$210 00
 Interest on said coupons, from date of maturity to Nov. 1, 1876, at 6 per cent gold..... 18 90

Total..... \$228 90
 And from and after Nov. 1, 1876, will bear interest at 6 per cent, with coupons attached, principal and interest payable in gold.

Railroad Earnings.—From S. Little, the auditor, we have the annexed comparative statement of the earnings and expenses of the Northern Central Railway and branches for the nine months ending September 30, 1873, viz.:

Gross earnings from January 1 to September 30, 1873..... \$3,753,605 63
 Gross earnings from January 1 to September 30, 1872..... 3,256,238 29

Increase for 1873..... \$497,377 31

Expenses from January 1 to September 30, 1873..... \$2,786,741 27

Expenses from January 1 to September 30, 1872..... 2,567,502 20

Increase for 1873..... \$219,239 07

Net earnings for the 9 months ending September 30, 1873..... \$966,864 36

Net earnings for the 9 months ending September 30, 1872..... 688,736 09

Increase of net earnings for 1873..... \$278,128 27

—The *Chicago Tribune* says that officers of the Atlantic and Great Western Railway have been in that city looking for an entrance for a branch of their road from Galion, or Marion, the object being to give the Erie road a direct connection with Chicago.

Below we give a statement compiled from official returns, showing the export of rails from Great Britain for the months of September, and also for the nine months ending September 30, in 1871, 1872 and 1873.

Countries.	—Month end'g 30th—			—9 months end'g 30th—		
	September.			September.		
AMERICA—	1871.	1872.	1873.	1871.	1872.	1873.
United States..... tons.	54,373	37,732	10,642	389,535	378,053	151,972
British.....	8,595	9,689	6,914	56,709	68,739	49,313
Spanish West India Islands.....	548	30	874	2,026	1,109	4,446
Brazil.....	993	2,311	4,535	15,419	15,745	11,665
Chili.....	2,421	19	400	10,384	2,609	8,855
Peru.....	2,144	1,074	685	18,493	25,774	7,732
EUROPE—						
Russia.....	3,764	24,646	29,054	69,398	73,587	125,368
Sweden.....	728	1,644	7,407	8,882	10,453	35,316
Germany.....	3,527	4,117	1,369	44,149	32,642	34,151
Austrian Territories.....	3,350	.....	.....	18,591	7,534	816
France.....	4	150	39	1,716	457	2,254
Holland.....	445	175	948	9,044	2,869	15,729
Spain and Canaries.....	2,157	511	1,289	8,668	8,888	8,847
ASIA—						
British India.....	1,535	589	1,497	30,328	10,798	11,939
Australia.....	225	2,557	3,915	11,607	17,134	17,219
AFRICA—						
Egypt.....	723	1,485	1,543	3,152	11,888	6,237
Other countries.....	7,937	6,664	20,969	57,829	52,691	104,737
Total.....	93,529	93,383	92,140	756,370	720,970	591,596

Old Iron to all Countries..... 17,864 10,058 5,075 109,629 85,805 51,673
 Pig Iron to United States..... 12,963 16,602 9,555 132,061 168,998 87,958

—The Colonial Secretary of Bermuda gives notice, in another column of this paper, of his readiness to accept tenders for steam communication between Bermuda and New York. Tenders must be delivered at the office of the Clerk of the Council in Bermuda on or before the 21st day of January, 1874. The contract is for a term of two years, and apparently very favorable to owners of shipping who may be disposed to contract. A reference to the advertisement gives a summary of the business done under the contract from October, 1872, to September 30, 1873.

—The demand for the Chocolate-Menier is so rapidly extending that the proprietor has necessarily established a wholesale agency at 45 Beaver street, in this city. The essence of cocoa and the chocolate powder were each awarded a medal at the Vienna Exhibition. For invalids and persons of sensitive habit both offer delightful beverages, which are highly recommended by the faculty as a substitute for tea or coffee. The manufactory is at Noisiel-Sur-Marne, near Paris.

—The coupons of the first mortgage 8 per cent. bonds of the Sioux City & St. Paul Railroad, due the 1st instant, will be paid at the Metropolitan National Bank. Messrs. Aug. J. Brown & Son, 59 Liberty street, are the financial agents of this road.

—The November coupons on the Denver & Rio Grande (Narrow Gauge) Railway bonds will be paid on and after the 1st inst. at the banking house of Messrs. Rutten & Bonn, 52 Exchange Place.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & CO.,
 22 Wall street, N. Y.

Deposit accounts of Mercantile firms and Individuals received all facilities and accommodations granted usual with City Banks in addition thereto interest allowed on all daily balances.

Bills of Exchange drawn on England, Ireland, Scotland and the Continent; Travelers' and Mercantile Credits issued available throughout the world.

RAILROAD BONDS.—Whether you wish to BUY or SELL, write to

HASSLER & CO.,

No. 7 Wall street, New York.

LAPSLEY & BAZLEY,

BROKERS,

74 BROADWAY & 9 NEW STREET,
 New York.

Stocks bought and sold on commission, for investment, or on margin. Privileges in Stocks and Gold negotiated. Circular explaining privileges mailed to any address.
 S. W. LAPSLEY. J. E. BAZLEY.

Cash Advances made on Cotton.

Buy and Sell Cotton Contracts for a Commission.

R. M. WATERS & CO.,
 56 Broad Street.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED.
Railroads.			
Boston & Providence.....	5	Nov. 15.	.....
Nashua & Lowell.....	5	Nov. 1.	.....
Metropolitan.....	\$2 50 fr.	Nov. 15.	.....
Toledo, Wabash & Western, pref.....	3½	Nov. 1.	Oct. 28 to Nov. 2.
Manchester & Lawrence.....	5	Nov. 3.	.....
Banks.			
Union National.....	5 free.	Nov. 1.	Oct. 24 to Nov. 1.

FRIDAY, Oct. 31, 1873—6 P. M.

The Money Market and Financial Situation.—During the early days of the week the financial situation continued to improve, and the feeling among bankers and business men generally was decidedly hopeful. This feeling of growing confidence was subsequently disturbed by the rumors of trouble in the affairs of Messrs. Hoyt, Sprague & Co. in this city, and of A. & W. Sprague in Rhode Island. These rumors culminated yesterday in the positive announcement that Hoyt, Sprague & Co. had stopped payment, and to-day a telegram states that the paper of A. & W. Sprague has gone to protest in Providence, though the latter may not be a positive failure, and at the moment of writing there is a possibility that the latter firm may be helped through by assistance from the Providence banks to-morrow. The failure of so prominent a house, and one having such immense manufacturing establishments in different parts of the country, has naturally produced a feeling of much depression in Wall street, and led to serious apprehensions as to the possible effect upon the numerous creditors of the firm. As a consequence of this, the street was full of rumors to-day in regard to the stability of other houses, but none of them were traced to any reliable source, and they appeared to be simply the offspring of the prevailing apprehension.

The Clearing House Banks make a favorable report as to the gain of legal tenders, and a substantial increase has been shown almost every day for some time past. To-morrow the "pooling" arrangement ceases, and each bank will then rely upon its own reserve of coin and legal tenders, though it should be distinctly understood, as we have stated before, that this does not mean the withdrawal of the Clearing House certificates, which will be continued at the discretion of the Loan Committee.

The attempt of the Treasury Department to make disbursements in silver has merely resulted in the payment at the Sub-Treasury of a few hundred dollars daily to parties having demands on the Treasury (not billholders), and only \$5 was paid to any one party. The Government officers have been sadly deceived as to the possibility of resuming silver payments on so small a reserve as they possess.

Money during the week has generally ruled lower, and where parties could furnish really first-class securities loans were always obtainable. But just here lies one great difficulty of the present situation, namely, that some securities usually good enough to obtain loans upon are now of no avail, and many parties have not their funds invested in such as are acceptable for collateral. To-day the rates on call ranged from 7 per cent to ½ per cent per diem, according to the standing of borrowers and the collaterals furnished.

In commercial paper there was little or no business to-day, and no quotable rates, in consequence of the uncertainty arising from the Sprague failures. The paper of these firms has heretofore ranked very high, and was considered to be selling at low rates on account of the large amount out; it is said that \$2,000,000 is held by banks and private parties in this city, and a large amount in Providence.

Cable reports from London have been favorable. The Bank rate remains at 7 per cent, and a slight gain of £16,000 in bullion was shown for the week. Money in the open market is quoted at ½ per cent. The Bank of France gains this week 3,000,000 francs in specie.

United States Bonds.—Government Securities were higher and fairly active at the opening of the week, but have since been dull and lower, influenced by the same depression which has affected the stock market, and by the disinclination of parties holding cash to part with it for Government bonds, or anything else. If the present wave of trouble in commercial circles passes along without further disaster, there is little doubt that Governments will soon be buoyant again.

Closing prices daily have been as follows:

	Int. period.	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.
5s, funded, 1881, coup.	Quarterly.	108%	109%	108%	107%	108%	106%
6s, 1881, reg.	Jan. & July.	112%	112%	112%	112%	112%	112%
6s, 1881, coup.	Jan. & July.	113%	113%	113%	113%	113%	112%
6s, 5-20's, 1882, coup.	May & Nov.	107%	107%	107%	107%	106%	106%
6s, 5-20's, 1884, coup.	May & Nov.	108%	108%	108%	107%	107%	107%
6s, 5-20's, 1885, coup.	May & Nov.	109%	109%	108%	108%	107%	107%
6s, 5-20's, 1885 new, coup.	Jan. & July.	111%	111%	111%	111%	110%	109%
6s, 5-20's, 1887, coup.	Jan. & July.	114%	113%	113%	112%	112%	112%
6s, 5-20's, 1888, coup.	Jan. & July.	114%	113%	112%	112%	112%	112%
6s, 10-40's, reg.	Mar. & Sept.	105%	105%	107%	106%	105%	107%
5s, 10-40's, reg.	Mar. & Sept.	107%	106%	107%	106%	106%	106%
6s Currency, reg.	Jan. & July.	110%	109%	109%	109%	109%	108%

* This is the price bid, no sale was made at the Board.

The range in prices since Jan. 1, and the amount of each class of bonds outstanding Oct. 1, 1873, were as follows:

Range since Jan. 1.				Amount Oct. 1.		
		Lowest.	Highest.	Registered.	Compon.	
5s, funded 1881, coup.	106%	Oct. 17	116%	Apr. 25	\$161,716,450	\$112,283,550
6s, 1881, reg.	109%	Oct. 20	119%	May 24	192,880,750	
6s, 1881, coup.	111%	Oct. 17	123%	June 9		89,855,600
6s, 5-20's, 1882, coup.	107%	Oct. 16	118%	Apr. 28	17,703,400	10,227,150
6s, 5-20's, 1884, coup.	109%	Oct. 17	118%	Apr. 30	25,745,550	23,380,050
6s, 5-20's, 1885, coup.	107%	Oct. 17	120%	Apr. 29	33,925,600	11,917,150
6s, 5-20's, 1885, new, coup.	109%	Oct. 20	120%	June 13	55,547,500	147,211,750
6s, 5-20's, 1887, coup.	110%	Oct. 17	121%	May 28	87,491,700	223,687,000
6s, 5-20's, 1888, coup.	110%	Oct. 17	120%	June 10	13,699,000	23,775,000
5s, 10-40's, reg.	103%	Oct. 11	115%	July 14	140,477,800	
5s, 10-40's, reg.	105%	Oct. 10	116%	Aug. 25	54,089,500	
6s, Currency, reg.	107%	Sept. 30	116%	May 31	64,623,512	

Closing prices of securities in London have been as follows:

	Oct. 17.	Oct. 24.	Oct. 31.	-- Since Jan. 1. --	
				Lowest.	Highest.
U. S. 6s. 5-20's, 1895.....	95%	93%	93%	91% Apr. 18	90% Oct. 10
U. S. 6s. 3-20's, 1867.....	95%	96%	96%	92% June 18	90% Oct. 18
U. S. 6s. 10-40's.....	91%	91%	91%	85% May 20	92% Jan. 81
New 5s.....	91	91%	90%	85% May 19	92 Oct. 4

State and Railroad Bonds.—Very little has been done in State bonds, the attention of the market is diverted in other directions. In railroad bonds there has been a miscellaneous business, but not large. Some of the old bonds held altogether by private investors are about as high as ever, but many others are selling at very low prices and certainly seem to be cheap. Among bonds sold at the Board within a few days, we may mention Union Pacific 1st mort., 70; land grants, 64; Central Pacific 1st gold 6s, 85; Toledo, Wab. & West. 1st mort., St. Louis div. 75. It is reported this week that November interest will be passed on the Chesapeake & Ohio 1st mort. gold 6s; on bonds of the Union Pacific Central Branch (a different corporation altogether from the Union Pacific), and according to a St. Louis telegram, on certain bonds of the Kansas Pacific road. Further information as to these bonds in default can be furnished next week, after the first of the month has passed and the actual default has been made.

Closing prices daily, and the range since Jan. 1, have been:

	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Since Jan. 1.	
							Lowest.	Highest.
6s Tenn., old	95	95	95	95	95	95	63	Oct. 15 86
6s Tenn., new	95	97	95	97	95	95	69	Oct. 22 86
6s Cal., old	95	95	95	95	95	95	26	June 18 34
6s Cal., new	95	95	95	95	95	95	16	June 28 19
6s Virg., old	95	95	95	95	95	95	33	Oct. 14 83
do consold.	95	95	95	95	95	95	43	Oct. 1 56
do deferred	95	97	95	97	95	97	7	Oct. 23 13
6s C. & J. & J.	95	99	95	99	100	100	9	Oct. 15 23
6s Missouri	95	96	95	96	95	95	84	Sept. 30 97
Cent. Pac. gold	95	97	95	97	95	95	80	Sept. 19 104
Un. Pac. let.	95	95	95	95	95	95	69	Oct. 31 89
do L'd Gr't	95	95	95	95	95	95	58	Oct. 31 80
do Income	95	99	95	99	100	100	36	Oct. 31 83
6s N. J. Cen. 1st	95	99	95	99	100	100	101	Jan. 6 101
St. Wayne 1st	95	100	95	100	100	100	102	Jan. 6 109
Rock Isl 1st	95	100	99	99	99	99	97	Oct. 15 106

* This is the price bid, no sale was made at the Board.

The Gold Market.—Gold has fluctuated within a moderate limit during the week, and the market has been without excitement. In addition to other causes for low prices, the disbursement of Treasury gold for November interest, which began on Monday last without rebate, has added considerably to the supply; the total disbursement at this period amounts to about \$13,000,000. The total shipment of gold from England to this country since the commencement of the panic probably does not exceed \$14,000,000, and of that amount over two-thirds has already come to hand. It appears by cable reports that shipments have now almost stopped for some days past. The Sub-Treasury, on orders from Washington, has been paying out small amounts of silver to parties having demands on the Treasury, but not in exchange for currency. Small amounts of a few hundred dollars have been paid out each day, not over \$5 to any one party. It is difficult to understand the purpose to be accomplished, except upon the theory that it was supposed this would lead gradually to an equalization of values between silver and currency, but the amount thus put in circulation is too small to have this effect. The *Daily Bulletin* has the following:

"The following table will enable every one to see at a glance the legal and the true value here and in Europe of our various silver coins—a subject very little understood at the present moment:

	Old dollars.	Fractional pieces.	New trade dollars.
Weight per \$1,000	oz 859.40	809.75	875
Legal value	\$1.00	\$1.00	not fix'd
Intrinsic value in gold, according to legal standard—1 to 16			\$3.525
Intrinsic value in gold, according to European legal standard—1 to 15½			\$3.525
Currency value according to European legal standard, with gold 8% premium			\$111.999
Currency value at which the brokers purchase			\$1.06
"The intrinsic value in gold according to the European legal standard of 1 to 15½ is that which controls the exportation of our gold and silver coins,			\$1.03

Silver, at the above intrinsic values, and gold at par, are equally advantageous for export to Europe, except that gold is transported by the steamers at a trifle less than silver, a slight difference against silver of which we have taken no account."

On gold loans rates have been paid for carrying, and to-day the rates were 3-64, 1-32 and 7 per cent gold, and for borrowing flat. Customs receipts of the week have been \$1,495,000.

	Open-Ing.	Low-est.	High-est.	Clos-Ing.	Total Clearings.	Balances.
						Gold.
Saturday, Oct. 25	108%	108%	108%	108%	\$24,187,500	\$1,310,822
Monday, " 27	108%	108%	108%	108%	21,908,000	1,094,400
Tuesday, " 28	108%	108%	108%	108%	41,791,000	1,143,039
Wednesday, " 29	108%	108%	108%	108%	19,327,000	1,057,845
Thursday, " 30	108%	108%	108%	108%	59,369,000	1,541,067
Friday, " 31	108%	108%	108%	108%	24,738,000	821,500

Current week	108%	108%	108%	108%	\$171,410,000	\$821,500
Previous week	108%	108%	108%	108%	148,168,000	961,765
Jan. 1, 1873, to date	112%	107%	119%	108%		1,000,665

Foreign Exchange.—The exchange market been dull, and prices for 60 days bills generally depressed throughout the week. There has been a good supply of both commercial and banker's bills offering, and with only a limited demand from buyers prices have necessarily ruled low. To-day, there was a more active inquiry for demand bills, and the prices of short sight are high as compared with 60 days. The failures in commercial circles and the apprehensions that further suspensions might occur, were the immediate causes which stimulated this demand. The rates for actual business are $\frac{1}{2}$ to $\frac{3}{4}$ below nominal quotations, which are given as follows:

	October 31.	October 24.
	60 days.	3 days.
London prime bank	106%	106%
ers' sterling	106%	106%
Lon. good bankers	106%	106%
Lon. prime com. ster.	105%	105%
Paris (bankers)	5.32%	5.32%
Antwerp	5.32%	5.32%
Swiss	5.31%	5.32%
Amsterdam	39%	39%
Hamburg	93%	93%
Frankfurt	40%	40%
Bremen	93%	93%
Prussian thalers	70%	70%

Railroad and Miscellaneous Stocks.—There is little to be said in regard to the stock market, so far as "special features" are concerned. Prices are again greatly depressed by the unfavorable outlook which has prevailed yesterday and to-day, and the lowest points yet touched on some stocks have just now been reached—New York Central & Hudson having declined to-day to 80; Lake Shore, 58; Rock Island, 85; Del., Lack. & Western, 80; Wabash, 33; Western Union Telegraph, 45; Northwestern, 31; Milwaukee & St. Paul, 22; Pacific Mail, 26; Erie, 44; Ohio & Mississippi, 22. There is no doubt that stocks present a fine opportunity for investment purchasers at these figures, and they will probably be more widely distributed into the hands of parties outside of Wall street than they have been before in years. All this will be healthy for the general course of stocks if we pass safely through the complications which are now exerting the depressing influence. Railroad earnings are better than might be expected; an increase over the corresponding periods of last year is shown in several leading roads, notwithstanding all the effects of the panic.

The latest railroad earnings reported are as follows:

	1873.	1872.	1873.	1872.
Atlantic & Gt. West. 3d week of Oct.	\$114,750	\$140,061	\$1,253,516	\$1,329,381
Atlantic & Pacific, 3d week of Oct.	23,794	27,063	1,053,450	893,037
Bur. C. Rap. & Minn. 3d week of Oct.	39,534	28,980	927,177	778,575
Central Pacific, 3d week of Oct.	1,392,125	1,251,488	10,183,478	9,307,443
Chic. & Northwest, 2d week of Oct.	325,562	317,808	10,699,432	9,564,752
Illinois Central, 3d week of Oct.	483,247	467,000	15,974,389	15,267,339
Erie, 3d week of Oct.	876,423	714,288	6,050,012	5,676,880
Indianap. El. & W. 3d week of Oct.	34,107	28,880	1,227,367	1,059,426
Kansas Pacific, 2d week of Oct.	82,336	107,081	2,844,593	2,862,432
Lake Sh. & Mich. S. 1st week of Oct.	398,530	371,776	15,025,130	13,156,712
Marietta & Cin., 3d week of Oct.	203,514	191,841	1,634,124	1,498,843
Michigan Central, 2d week of Oct.	144,461	148,745	8,575,114	5,302,404
Milwaukee & St. P., 3d week of Oct.	217,009	193,165	7,067,516	7,067,083
Ohio & Mississippi, 3d week of Oct.	371,344	374,328	2,754,519	2,450,830
Pacific of Missouri, 3d week of Oct.	83,329	2,440,971	2,826,842	
St. L. Kans. C. & N. 3d week of Oct.	63,674	74,909	2,237,839	2,274,699
St. Louis & Iron Mt. 3d week of Oct.	47,340	45,718	1,889,660	1,772,970
St. L. Alton & T. H. 3d week of Oct.	24,185	32,521	1,129,814	1,145,897
do branches, 2d week of Oct.	15,693	14,754	476,935	385,439
St. L. & Southeast, 2d week of Oct.	28,215	27,407	1,006,160	
Tol., Peor. & War., 3d week of Oct.	128,161	114,388		
Tol., Wab. & West., 2d week of Oct.	134,613	145,845	4,676,642	4,651,833

The daily highest and lowest prices have been as follows:

	Saturday, Oct. 25.	Sunday, Oct. 27.	Monday, Oct. 28.	Tuesday, Oct. 29.	Wednesday, Oct. 30.	Thursday, Oct. 31.	Friday, Oct. 31.
N. Y. Cen. & H. R.	85%	85%	85%	85%	85%	85%	85%
Harlem	106%	106%	106%	106%	106%	106%	106%
Erie	45%	45%	45%	45%	45%	45%	45%
do pref.	65%	65%	65%	65%	65%	65%	65%
Shore	31%	31%	31%	31%	31%	31%	31%
Wabash	33%	33%	33%	33%	33%	33%	33%
Northwest	33%	33%	33%	33%	33%	33%	33%
do pref.	63%	63%	63%	63%	63%	63%	63%
Rock Island	85%	85%	85%	85%	85%	85%	85%
St. Paul	25%	25%	25%	25%	25%	25%	25%
do pref.	58%	58%	58%	58%	58%	58%	58%
At. & Pac. pref.	12%	12%	12%	12%	12%	12%	12%
Palo & S. P.	25%	25%	25%	25%	25%	25%	25%
Central of N. J.	87%	87%	87%	87%	87%	87%	87%
Bost. & H. & E.	1%	1%	1%	1%	1%	1%	1%
Del. L. & West	80%	80%	80%	80%	80%	80%	80%
Han. & S. J.	20%	20%	20%	20%	20%	20%	20%
do pref.	25%	25%	25%	25%	25%	25%	25%
Union Pacific	16%	16%	16%	16%	16%	16%	16%
Col. Chic. & I. C.	19%	19%	19%	19%	19%	19%	19%
Panama	75%	75%	75%	75%	75%	75%	75%
West. Un. Tel.	51%	51%	51%	51%	51%	51%	51%
Quicksilver	20%	20%	20%	20%	20%	20%	20%
do pref.	30%	30%	30%	30%	30%	30%	30%
Pacific Mail	51%	51%	51%	51%	51%	51%	51%
Adams Exp.	80%	80%	80%	80%	80%	80%	80%
American Ex.	51%	51%	51%	51%	51%	51%	51%
United States	51%	51%	51%	51%	51%	51%	51%
Wells, Fargo	51%	51%	51%	51%	51%	51%	51%
Cons. Coal	41%	41%	41%	41%	41%	41%	41%
Maryland Coal	14%	14%	14%	14%	14%	14%	14%

* This is the price bid and asked; no sale was made at the Board.

The entire range from Jan. 1, 1872, to this date was as follows

	Jan. 1 to date 1873.				Whole year 1872.			
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
N. Y. Cen. & Hud. R.	80 1/2	Oct. 31 106 1/2	Feb. 4	87	Nov. 11 101 1/2	Apr. 25	87	Nov. 11 101 1/2
Harlem	44 1/2	Sept. 19 140	Apr. 1	107 1/2	Feb. 12 130	Apr. 25	107 1/2	Feb. 12 130
do prof.	44 1/2	Oct. 20 69 1/2	Feb. 4	30	Nov. 5 75 1/2	May 25	30	Nov. 5 75 1/2
do pref.	64 1/2	Oct. 22 82	Feb. 4	60	Nov. 11 98 1/2	May 25	60	Nov. 11 98 1/2
Lake Shore	57 1/2	Oct. 15 75 1/2	Feb. 15	83 1/2	Nov. 11 98 1/2	May 25	83 1/2	Nov. 11 98 1/2
Wabash	32 1/2	Oct. 15 75 1/2	Feb. 15	64	Nov. 11 80 1/2	Apr. 4	64	Nov. 11 80 1/2
Northwestern	31 1/2	Oct. 14 85	Feb. 4	66 1/2	Nov. 5 230	Nov. 23	66 1/2	Nov. 5 230
do pref.	54	Oct. 31 91	Feb. 3	83 1/2	Nov. 11 102	Nov. 25	83 1/2	Nov. 11 102
Rock Island	80 1/2	Oct. 14 117 1/2	Feb. 15	101	Nov. 11 118 1/2	Apr. 2	101	Nov. 11 118 1/2
St. Paul	23 1/2	Oct. 31 62 1/2	Apr. 21	51	Nov. 11 64 1/2	Apr. 2	51	Nov. 11 64 1/2
do pref.	44	Oct. 31 79 1/2	Jan. 21	72 1/2	Nov. 11 83	Jan. 20	72 1/2	Nov. 11 83
Atlantic & Pacific pref.	12 1/2	Oct. 25 38 1/2	Jan. 29	40	Nov. 11 51 1/2	Apr. 1	40	Nov. 11 51 1/2
Ohio & Mississippi	21 1/2	Oct. 14 49 1/2	Jan. 24	40	Nov. 11 51 1/2	Apr. 1	40	Nov. 11 51 1/2
Central of New Jersey	86	Oct. 31 106 1/2	June 7	98	Oct. 4 113 1/2	Jan. 15	98	Oct. 4 113 1/2
Boston, Hartf. & Erie	1 1/2	Oct. 21 10 1/2	Feb. 3	3 1/2	Jan. 2 11 1/2	May 18	3 1/2	Jan. 2 11 1/2
Del., Lack. & Western	80	Oct. 15 106	June 7	91	Dec. 13 112 1/2	May 16	91	Dec. 13 112 1/2
Hannibal & St. Jo.	24	Oct. 31 52 1/2	Feb. 7	28	Nov. 11 59 1/2	Jan. 17	28	Nov. 11 59 1/2
do do pref.	24	Oct. 31 71 1/2	Jan. 7	44	Sep. 18 71 1/2	Jan. 19	44	Sep. 18 71 1/2
Union Pacific	15 1/2	Oct. 31 39 1/2	Jan. 4	28 1/2	Jan. 5 42	Apr. 1	28 1/2	Jan. 5 42
Col., Chic. & I. C.	10 1/2	Oct. 31 43 1/2	Feb. 11	19 1/2	Jan. 5 42 1/2	May 21	19 1/2	Jan. 5 42 1/2
Idaho	80	Oct. 15 130	Jan. 6	72	Jan. 2 148 1/2	Oct. 26	72	Jan. 2 148 1/2
West. Un. Telegraph	45	Oct. 15 94 1/2	Feb. 6	67 1/2	Sep. 18 82 1/2	Dec. 23	67 1/2	Sep. 18 82 1/2
Quicksilver	18	Sep. 30 46 1/2	Jan. 2	25 1/2	Jan. 13 49 1/2	Dec. 6	25 1/2	Jan. 13 49 1/2
do pref.	27	Oct. 24 57	Jan. 1	30	Jan. 13 59	Oct. 22	30	Jan. 13 59
Pacific Mail	78	Oct. 15 100 1/2	Jan. 29	88 1/2	Sep. 18 99 1/2	May 20	88 1/2	Sep. 18 99 1/2
American Express	52	Oct. 3 70 1/2	Jan. 8	59	Jan. 6 80 1/2	May 21	59	Jan. 6 80 1/2
United States Express	44 1/2	Oct. 15 82	Jan. 6	60 1/2	Jan. 11 88 1/2	July 6	60 1/2	Jan. 11 88 1/2
Wells, Fargo & Co.	56	Sep. 30 86	Jan. 29	56 1/2	Jan. 4 95	May 21	56 1/2	Jan. 4 95
Canton	55	Oct. 28 110	May 8	76	Jan. 6 107	Oct. 2	76	Jan. 6 107
Consolidated Coal	38	Oct. 31 58 1/2	Apr. 17	38	Oct. 31 58 1/2	Apr. 17	38	Oct. 31 58 1/2
Maryland Coal	15	Sep. 30 28	Mich. 17	15	Sep. 30 28	Mich. 17	15	Sep. 30 28

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House		Sub-Treasury	
	Receipts.	Gold.	Receipts.	Gold.
Oct. 25.....	\$300,000	\$1,238,203 75	\$972,731 30	\$1,115,183 55
" 27.....	191,000	655,091 53	585,103 47	1,212,043 92
" 28.....	293,000	1,124,795 69	355,439 03	2,621,567 09
" 29.....	233,000	1,083,630 85	801,459 01	1,955,185 70
" 30.....	209,000	778,055 03	591,124 41	628,046 55
" 31.....	299,000	1,589,517 26	611,583 79	623,751 22
Total.....	\$1,495,000			

Balance, Oct. 24.... \$19,634,862 91 \$2,805,318 23
Balance, Oct. 31.... \$18,953,474 87 \$3,808,764 82

Boston Banks.—Below we give a statement of the Boston National Banks, as returned to the Clearing House on Monday, Oct. 27, 1873:

Banks.	Capital.	Loans.	Specie.	L.T. Notes.	Deposits.	Circulation.
Atlantic.....	\$750,000	\$1,600,000	\$95,300	\$124,200	\$172,000	\$146,000
Atlas.....	1,500,000	3,000,000	50,000	149,000	1,551,400	257,000
Blackstone.....	1,500,000	3,663,100	28,200	305,000	1,487,200	796,500
Bay State.....	1,000,000	2,286,000	8,300	101,000	739,000	539,200
Boston.....	600,000	1,251,000	10,000	81,000	648,300	433,200
Bradford.....	200,000	450,000	47,000	23,000	174,000	174,000
Commercial.....	1,000,000	2,411,000	6,500	236,400	532,300	596,000
Continental.....	1,000,000	2,123,100	17,000	121,100	553,000	768,100
Elliot.....	1,000,000	2,671,000	10,000	133,000	765,000	801,000
Everett.....	400,000	1,174,300	4,300	25,000	188,000	118,000
Faneuil Hall.....	1,000,000	2,618,300	29,000	114,200	1,179,000	561,000
Freeman's.....	300,000	1,583,000	13,300	66,000	411,000	353,400
Globe.....	1,000,000	2,224,000	...	213,300	379,200	356,700
Hamilton.....	750,000	1,587,000	...	64,800	730,000	241,300
Howard.....	1,000,000	2,179,000	3,000	23,000	685,200	416,000
Market.....	800,000	1,586,000	19,000	90,300	514,000	332,400
Massachusetts.....	800,000	2,117,400	13,300	59,000	927,400	412,300
Maverick.....	400,000	1,174,300	...	15,000	216,500	118,000
Marshall's.....	3,000,000	6,897,000	321,400	648,000	2,018,000	1,359,000
Mount Vernon.....	200,000	612,000	...	77,000	247,000	116,000
New England.....	1,000,000	2,535,000	34,000	151,000	1,050,200	198,300
North.....	1,000,000	2,241,000	50,000	117,000	1,028,000	797,000
Old Boston.....	900,000	1,583,200	112,200	241,000	295,200	367,000
Salem.....	1,000,000	2,611,000	8,300	119,000	764,000	599,000
Shawmut.....	1,000,000	2,475,000	...	120,000	1,032,000	528,000
State.....	2,000,000	3,420,000	7,000	166,000	1,000,000	895,000
South.....	1,500,000	3,063,300	30,300	255,000	890,000	890,000
Traders.....	600,000	1,417,500	25,000	76,000	657,000	178,000
Tremont.....	2,000,000	3,531,300	45,000	215,300	866,000	709,200
Washington.....	750,000	1,802,200	7,000	103,000	510,800	394,200
First.....	1,000,000	3,741,000	15,000	48,000	1,136,000	711,000
Second (Granite).....	1,600,000	5,359,000	261,000	834,000	2,076,300	771,000
Third.....	300,000	1,242,000	30,000	85,000	987,000	178,400
Bank of Commerce.....	2,000,000	5,053,300	2,200	4,500	1,982,700	797,000
Bank of N. America.....	1,000,000	2,915,000	...	971,000	3,000,000	3,000,000
Bank of Redemption.....	1,000,000	4,656,000	52,000	131,500	826,400	800,000
Bank of Republic.....	1,500,000	3,067,000	...	268,000	724,000	800,000
City.....	1,000,000	2,932,000	22,000	37,000	457,300	458,000
Eagle.....	1,000,000	1,808,000	33,300	301,200	6,600	345,300
Exchange.....	1,000,000	3,948,300	210,000	290,400	1,468,200	798,200
Hide & Leather.....	1,500,000	3,473,000	7,300	99,000	806,400	800,000
Rivers.....	2,000,000	4,480,000	15,000	256,200	1,595,400	750,000
Security.....	200,000	1,890,000	...	81,000	597,200	180,000
Union.....	1,000,000	2,646,000	56,100	153,300	933,300	545,200
Webster.....	1,500,000	2,565,000	50,000	128,000	1,105,000	495,200
Commonwealth.....	500,000	2,279,500	21,000	124,000	1,184,700	800,000
Central.....	500,000	2,279,500	1,100	47,200	261,400	130,000
Manufacturers.....	500,000	673,000	...	41,000	261,000	76,000

Total..... \$41,350,500 \$120,559,900 \$1,809,900 \$5,523,500 \$41,250,500 \$66,699,300

The total amount "due to other Banks," as per statement of Oct. 27, is \$16,682,800

The deviations from last week's returns are as follows:

Loans.....	Increase.	\$362,000	Deposits.....	Increase.	\$238,500
Specie.....	Increase.	80,000	Circulation.....	Increase.	9,200
Legal Tenders.....	Increase.	677,400			

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
July 25.....	126,800,000	1,003,000	11,035,900	50,159,800	25,538,100
Aug. 1.....	126,517,400	1,306,400	10,996,600	50,372,900	25,530,000
Aug. 8.....	126,444,000	1,344,400	10,785,100	49,338,100	25,414,100
Aug. 15.....	126,212,500	1,491,500	10,780,000	48,429,500	25,457,400
Aug. 22.....	126,200,800	1,044,800	10,671,300	48,202,400	25,457,400
Sep. 5.....	126,417,600	1,121,500	10,383,200	48,712,500	25,440,000
Sep. 12.....	126,086,000	1,036,800	10,071,300	47,169,300	25,444,500
Sep. 19.....	125,808,500	1,285,200	9,016,200	46,736,400	25,611,800
Sep. 26.....	126,199,000	1,649,900	9,418,000	44,485,300	25,440,000
Oct. 3.....	119,998,700	1,499,200	8,882,700	40,963,600	25,677,700
Oct. 10.....	119,406,200	1,308,400	9,308,900	40,849,400	25,378,400
Oct. 17.....	120,012,500	1,408,000	9,016,200	40,849,400	25,378,400
Oct. 24.....	120,197,300	1,737,900	7,730,900	40,937,000	25,081,500
Oct. 31.....	120,359,900	1,809,900	8,528,300	41,350,500	26,099,300

QUOTATIONS IN BOSTON, PHILADELPHIA, BALTIMORE, &c.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.					
Maine 6s.....	96 1/2	...	Pennsylvania, gen. m. conv. 1920	...	88
New Hampshire, 6s.....	96	...	do do reg.....	...	82
Norfolk & Western, 6s.....	...	...	Perkioen 1st m. 6s, '97	...	81
do do 5s Gold, 1876.....	112	...	Phila. & Erie 1st m. 6s, '97	...	81
do do 5s Gold, 1876.....	110	...	do do 2d m. 6s, '97	...	81
Boston 6s.....	97	...	Philadelphia & Reading 6s, '96	...	89
Chicago Sewerage 7s.....	97	...	do do 6s, '98	...	89
do Municipal 7s.....	...	...	do do deb. bonds, '98	...	89
Portland 6s, building loan.....	...	...	do do g. m. s. c. 1911	...	95
Burlington & Mo. L. G. 7s.....	...	...	do do 6s, g. m. s. c. 1910	...	95
Cheshire, 6s.....	...	...	do do 6s, g. m. s. c. 1910	...	95
Eastern Mass., conv. 6, 1874.....	94	...	Phila. Wilm. & Bal. 6s, '94	...	61
Hartford & Erie, 1st M. (new) 7s.....	21	21 1/2	Pitts., Clin. & St. Louis 7s	...	61
Ozdenburg & Lake Ch. 8s.....	...	...	Sunbury & Erie 1st m. 7s, '97	...	61
Old Col. & Newport Bds, 6, '76	...	...	Sunbury & Lewiston 1s	...	60
do do Bonds, 7, 1871.....	100	...	Warren & F. 1st m. 8s, '96	...	60
Rutland, new 7s.....	...	...	West Chester cons. 7s, '91	...	100
Eastern & Chamblee 7s.....	...	...	West Jersey 6s, '92	...	80
Verm't Cen., 1st m. cons., 7, '86	2 1/2	3	do do 1st m. 6s, '96	...	95
do do 2d Mort., 7, 1891.....	2 1/2	3	do do 2d m. 7s, '97	...	95
Vermont & Can., new 8s.....	...	...	Western Penn. 6s, '98	...	80
Eastern (New Hampshire) 6s.....	142 1/2	143	do do do	...	80
Boston & Albion 100k.....	103 1/2	...	Wilmington & R. d. 1st M. 1902	...	85
Boston & Lowell stock.....	141	...	CANAL BONDS.	...	...
Boston & Maine.....	141	...	Chesapeake & Dela. 6s, '82	...	82
Boston & Providence.....	141	147 1/2	Delaware Division 6s, '82	...	82
Boston & Worcester.....	141	...	Lehigh Navigation.....	...	86
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
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Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....	141	...	do do R.R. 97	...	81 1/2
Boston & Lowell.....</					

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per cent value, whatever the par may be. "N. Y. Local Securities" are quoted in a separate list.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
U. S. Bonds.											
(Quoted previously.)											
State Bonds.											
Tennessee 6s, old.	69	70	Erie 7s, 5th mortgage 1888.	90	91	Bur. & Mo. River 4th S. do 8s.	60	61	Houston & Gt. N. Int. m. gl 1 7s	80	81
do do do new.	70	71	do 7s, cons. mort. gold bds.	90	91	do do do 5th S. do 8s.	60	61	Internat'l RR. Tex. 1st m. gl 7s	80	81
Virginia 6s, old.	70	71	Long Dock Bonds.	90	91	do do do 6th S. do 8s.	60	61	Ind. R. & W. Ext. 1st m. gl 7s	80	81
do do do new bonds.	70	71	San. N. Y. & E. 1st M. 1877.	100	101	do do do Creston Branch.	60	61	Int. Wab. & W. m. gl. 7s.	80	81
do do do consol. bonds.	70	71	Had. R. 7s, 2d M. S. F. 1885.	100	101	do do do Charlton Branch.	60	61	Texas & Pacific 6s, 7s.	80	81
do do do deferred do.	70	71	do 7s, 3d Mort. 1875.	100	101	Bur. C. R. & Mo. (M. div. g. 7s)	60	61	St. Louis & S. E. RR. con. m.	80	81
Georgia 6s, old.	70	71	Harlem, Con. M. & S. 7s, 1st M.	100	101	Burl. & M. (in Neb.) 1st conv.	60	61	Portland & Og. (Vt. div.) 6s, 7s.	80	81
do do do 7s, new bonds.	70	71	Albany & Susquehanna 1st bonds.	88	89	California & Oregon 6s, gold.	75	76			
do do do 7s, endorsed.	70	71	do do do 2d do.	88	89	do do 6s, 2d M. gl.	60	61	Southern Securities.		
do do do 7s, Gold.	70	71	Mich. Cent. 1st M. 8s, 1882.	100	101	Canada Southern 1st 7s, gold.	60	61	CITIES.		
North Carolina 6s, old.	70	71	do do Consol. 7s, 1882.	100	101	Central P. 7s, gold conv.	60	61	Atlanta, Ga. 7s.	72	73
do do do to N. C. R.R. coup.	25	26	Chic. & N. W. 1st M. 7s, 1882.	100	101	Central of Iowa, 1st M. 7s, gl.	60	61	do do 8s.	72	73
do do do ex coup.	25	26	Mich. S. & N. 1st M. 7s, 1882.	100	101	do do 2d M. 7s, gl.	60	61	Augusta, Ga. 7s, bonds.	72	73
do do do Funding Act, 1866.	25	26	Cleve. & Tol. new bonds.	100	101	Keokuk & St. Paul, 8s.	60	61	Charleston Stock 6s.	72	73
do do do new bonds.	25	26	Cleve. & P. V. & Ash. old bds.	100	101	O. O. & Fox R. Valley 8s.	60	61	Charleston, S. C. 7s, F. L. bds.	72	73
do do do Special Tax.	25	26	Detroit, Monroe & T. bonds.	100	101	Quincy & Warsaw, 8s.	60	61	Columbia, S. C. 6s.	72	73
South Carolina 6s, old.	25	26	Buffalo & Erie, new bonds.	100	101	Ch. & Mich. 1st 7s, 1882.	60	61	Columbus, Ga. 7s, bonds.	72	73
do do do April & Oct.	12 1/2	12 1/2	Lake Shore Div. bonds.	100	101	Chic. & Iowa R. 8s.	60	61	Lynchburg 6s.	72	73
do do do Land C. 1889, J. & J.	12 1/2	12 1/2	Lake Shore cons. coup. bonds.	100	101	American Central 8s.	60	61	Macon 7s, bonds.	72	73
do do do Land C. 1889, J. & J.	12 1/2	12 1/2	Pacific R. 7s, guar. d by Mo.	100	101	Chesapeake & O. 1st m. gl 6s	60	61	Memphis old bonds, 6s.	72	73
do do do of 1889.	12 1/2	12 1/2	Central Pacific gold bonds.	100	101	do do 2d mort gold 7s	60	61	do new bonds, 6s.	72	73
Missouri 6s.	55	56	do do State Aid bds.	100	101	Col. & Hock. V. 1st 7s, 30 yrs.	60	61	do end. M. & C. R.R.	72	73
do do Han. & St. Joseph.	55	56	Western Pacific bonds.	100	101	do do 2d 2d 20 yrs.	60	61	Mobile 5s.	72	73
do do Aaylam bonds.	55	56	Union Pacific 1st M. 7s, 1882.	100	101	Chic. & Dan. & Vincen. 1st m. gl 7s	60	61	do 8s.	72	73
Louisiana 6s.	55	56	do do Land Grant, 7s.	100	101	Chic. & Can. South. 1st m. gl 7s	60	61	Montgomery 8s.	72	73
do do do new bonds.	55	56	do do Income bds.	100	101	Chic. & N. W. 1st m. gl 7s	60	61	Nashville 6s, gl.	72	73
do do do floating debt.	55	56	Bellevue & S. L. 1st M. 7s.	100	101	Cleve. & M. 1st 7s, 1882.	60	61	do do 6s, new.	72	73
do do do 7s, Penitentiary.	55	56	Chic. & N. Western 7s, 1882.	100	101	Connecticut Valley 7s, gold.	60	61	New Orleans 6s.	72	73
do do do 6s, Levee bonds.	55	56	do do do 2d M. income.	100	101	Connecticut Western 1st 7s.	60	61	do do consol. 6s.	72	73
do do do 8s, do.	55	56	Chic. & N. Western 7s, 1882.	100	101	Des Moines Valley 1st 8s.	60	61	do do bonds, 7s.	72	73
do do do 8s, do 1875.	55	56	do do do 2d Mort.	100	101	do do Land Grant 8s.	60	61	do do to railroads, 6s	72	73
do do do of 1910.	55	56	do do do coup gl bds	100	101	Dan. Urb. Bl. & P. 1st m. gl 7s	60	61	Norfolk 6s.	72	73
California 7s.	55	56	do do do reg'd do	100	101	Do. & Mich. 1st 7s, 1882.	60	61	Petersburg 6s.	72	73
do do do large bonds.	100	101	Iowa Midland, 1st mort. 8s.	100	101	Dutchess & Columbia 7s.	60	61	Richmond 6s.	72	73
Connecticut 6s.	100	101	do do do Land Grants.	100	101	Denver Pacific 7s, gold.	60	61	Savannah 7s, old.	72	73
Rhode Island 6s.	100	101	do do do convertible.	100	101	Denver & Rio Grande 7s, gold	60	61	do do new.	72	73
Alabama 6s, 1882.	100	101	Do. & Lark. & Western, 1st M.	100	101	Detroit, Lansing & Lake M. 8s	60	61	Wilmington, N. C. 6s, gold.	72	73
do do do 1882.	100	101	do do do 2d M.	100	101	Evansville & Crawfordsv. 7s.	60	61	do do N. C. 6s, gold.	72	73
do do do 8s, 1886.	100	101	Tol. & Wab'n. 1st Mort. ext'd.	100	101	Elizabethtown & Padu. 8s. con	60	61			
do do do 8s, Mont. & Eufula R.	100	101	do do 1st M. St. L. div.	100	101	Evansville, T. H. & Chic. 7s, gl.	60	61	RAILROADS.		
do do do 8s, N. Y. & Chat. R.	100	101	do do 2d Mort.	100	101	Evansville, T. H. & Chic. 7s, gl.	60	61	Ala. & Chatt. 1st M. 8s, end.	82	83
do do do 8s, of 1893.	100	101	do do Equip. bds.	100	101	Flint & Pere M. 7s, 1st m. gl 7s	60	61	do do 2d M. 7s.	82	83
Arkansas 6s, funded.	100	101	do do Cons. Convert.	100	101	Fort W. Jackson & Sag. 8s.	60	61	Atlantic & Gulf consol. 1st m.	82	83
do do do 7s, L. R. & F. S. 18s.	100	101	Hannibal & Naples 1st M.	100	101	Grand R. & Ind. 7s, gold, guar.	60	61	do do do stock.	82	83
do do do 7s, Memphis & L. R.	100	101	Great Western, 1st M. 1888.	100	101	Grand R. & Ind. 7s, gold, guar.	60	61	do do do guaran.	82	83
do do do 7s, L. R. P. B. & N. O.	100	101	Quincy & Tol. 1st M. 1890.	100	101	Grand River Valley 8s.	60	61	Central Georgia, 1st m. gl 7s	82	83
do do do 7s, Miss. O. & R. Riv.	100	101	Ill. & So. Iowa, 1st Mort.	100	101	Hous. & Tex. C. 1st gl 7s.	60	61	do do consol. M. 7s	82	83
do do do 7s, Ark. Cent. R.	100	101	Galena & Chicago Extended.	100	101	Indianap. Bl. & W. 1st 7s, gl.	60	61	do do do stock.	82	83
Texas 10s, of 1875.	100	101	Chic. R. Island & Pacific.	100	101	Indianap. & Vincen. 1st 7s, gl.	60	61	Charlotte Col. & A. 1st m. 7s.	82	83
Ohio 6s, 1875.	100	101	Morris & Essex, 1st Mort.	100	101	Indianap. & Vincen. 1st 7s, gl.	60	61	Charleston & Savannah 6s, end.	82	83
do do 6s, 1881.	100	101	do do do 2d Mort.	100	101	Indianapolis & St. Louis 7s.	60	61	Savannah & Char. 1st m. 7s.	82	83
Kentucky 6s.	100	101	New Jersey Central, 1st M. 7s.	100	101	Ind. & Ill. C. 1st m. gl 7s.	60	61	Cheraw and Danington 7s.	82	83
Illinois 6s coupon 7s.	100	101	do do do 2d Mort.	100	101	Ind. & Ill. C. 1st m. gl 7s.	60	61	East Tenn. & Georgia 6s.	82	83
do do do War Loan.	100	101	New Jersey Southern 1st m. 7s.	100	101	Ind. & Ill. C. 1st m. gl 7s.	60	61	East Tenn. & Va. Ga. 1st m. 7s.	82	83
Indiana 6s.	100	101	Pitts. & Chic. 1st M. 7s.	100	101	Ind. & Ill. C. 1st m. gl 7s.	60	61	do do do stock.	82	83
Michigan 6s.	100	101	do do do 2d Mort.	100	101	Ind. & Ill. C. 1st m. gl 7s.	60	61	Georgia R. R. 7s.	82	83
do do 6s, 1888.	100	101	do do do 3d Mort.	100	101	Kansas Pac. 7s, Extension, gl.	60	61	do do do stock.	82	83
do do do 7s, 1878.	100	101	do do do 4th Mort.	100	101	do do 7s, Land Gr. gl.	60	61	Greenville & Col. 7s, guar.	82	83
New York 6s, 1878.	100	101	do do do 5th Mort.	100	101	do do 7s, do 7s, 1878.	60	61	do do do 7s, certifi.	82	83
do do do 6s, Canal, 1878.	100	101	do do do 6th Mort.	100	101	do do 6s, g. d. Jun & Dec	60	61	Macon & Brunswick end. 7s.	82	83
do do do 6s, do 1874.	100	101	Cleve. & Pitts. Consol. S. F. d.	100	101	do do 6s, do Feb & Aug	60	61	do do do stock.	82	83
do do do 6s, do 1875.	100	101	do do do 4th Mort.	100	101	do do 7s, 1878, Land Gr.	60	61	Macon & Western 7s, 1882.	82	83
do do do 6s, do 1877.	100	101	Chic. & Alton Sinking Fund.	100	101	do do do Income, No. 11.	60	61	do do do endorsed.	82	83
do do do 6s, do 1878.	100	101	do do do Income.	100	101	do do do No 16.	60	61	do do do stock.	82	83
do do do 6s, do 1874.	100	101	Ohio & Miss. Consol. sink. f.	100	101	do do do Stock.	60	61	Memphis & Charleston, 1st m.	82	83
do do do 6s, do 1875.	100	101	do do do Consolidated.	100	101	Kalamazoo & South. 7s, guar.	60	61	do do do 2d m.	82	83
do do do 6s, do 1878.	100	101	do do do 2d do.	100	101	Kal. Allegan & G. B. 8s, guar.	60	61	do do do stock.	82	83
do do do 6s, do 1878.	100	101	Dub. & Sioux C. 1st M.	100	101	Kal. & White Pigeon 7s.	60	61	Memphis & Ohio, 10s.	82	83
do do do 6s, do 1878.	100	101	do do do 2d do.	100	101	Kansas City & Cameron 10s.	60	61	do do do 10s.	82	83
do do do 6s, do 1878.	100	101	Peninsula 1st Mort., conv.	100	101	Kal. & White Pigeon 7s.	60	61	Memphis & Little E. 1st m.	82	83
do do do 6s, do 1878.	100	101	St. L. & Iron Mountain, 1st M.	100	101	Kansas City & Cameron 10s.	60	61	Mississippi Central, 1st m. 7s.	82	83
do do do 6s, do 1878.	100	101	do do do 2d M.	100	101	Kansas City & Cameron 10s.	60	61	do do do 2d m.	82	83
do do do 6s, do 1878.	100	101	Mil. & St. Paul 1st M. 8s, F. d.	100	101	Kansas City & Cameron 10s.	60	61	Mississippi & Tenn. 1st m. gl 7s	82	83
do do do 6s, do 1878.	100	101	do do do 2d M.	100	101	Kansas City & Cameron 10s.	60	61	do do do consol. 3	82	83
do do do 6s, do 1878.	100	101	do do do 3d M.	100	101	Kansas City & Cameron 10s.	60	61	Montgomery & West P. 1st m.	82	83
do do do 6s, do 1878.	100	101	do do do 4th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do 1st m.	82	83
do do do 6s, do 1878.	100	101	do do do 5th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do 2d m.	82	83
do do do 6s, do 1878.	100	101	do do do 6th M.	100	101	Kansas City & Cameron 10s.	60	61	Montgom. & Eufaula 1st m. gl.	82	83
do do do 6s, do 1878.	100	101	do do do 7th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do by State of Alabama.	82	83
do do do 6s, do 1878.	100	101	do do do 8th M.	100	101	Kansas City & Cameron 10s.	60	61	Mobile & Mont. 6s, gold, end.	82	83
do do do 6s, do 1878.	100	101	do do do 9th M.	100	101	Kansas City & Cameron 10s.	60	61	Mobile & Ohio stock.	82	83
do do do 6s, do 1878.	100	101	do do do 10th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do 8s, interest.	82	83
do do do 6s, do 1878.	100	101	do do do 11th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do 2 m. 8s.	82	83
do do do 6s, do 1878.	100	101	do do do 12th M.	100	101	Kansas City & Cameron 10s.	60	61	do do do income.	82	83
do do do 6s, do 187											

NEW YORK LOCAL SECURITIES.

Bank Stock List.

Bld. Ask	COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
		Par	Amount.	Periods.	1871	1872	Last Paid.	Bld.	Askd
90	America*.....	100	3,000,000	J. & J.	10	10	July 1, '73..5	135	
90	American.....	100	500,000	J. & J.	8	8	Jan. '73..5	103	
90	American Exchange.....	100	5,000,000	M. & N.	8	8	May 1, '73..4		
90	Atlantic.....	100	250,000	J. & J.	8	8	Jan. '73..5		
90	Bowery.....	25	1,000,000	J. & J.	24	24	July 1, '73..12	3.0	
90	Bull's Head*.....	25	200,000	Q. & J.	30	20	Jan. '73..4		
90	Butchers & Drovers.....	100	3,000,000	J. & J.	8	8	July 1, '73..5	75	
90	Central.....	25	450,000	J. & J.	12	12	July 1, '73..6		
90	Chatham.....	100	300,000	ev. 2 mos	36	36	July 1, '73..15		
90	Citizens*.....	100	1,000,000	M. & N.	20	20	May '73..10		
90	Commerce.....	100	10,000,000	J. & J.	9	9	July 1, '73..4	113	
90	Commonwealth.....	100	750,000	J. & J.	6	6	July 1, '73..3		
90	Continental.....	100	2,000,000	J. & J.	8	8	Jan. '73..4		
90	Corn Exchange.....	100	1,000,000	F. & A.	10	10	Aug. '73..5	125	
90	Currency.....	100	1,000,000	Q. & J.	16	16	Jan. '73..4		
90	Dry Goods.....	100	1,000,000	J. & J.	6	6	July 1, '73..3		
90	East River.....	25	1,000,000	Q. & J.	7	7	July 1, '73..3		
90	Fifth.....	100	150,000	J. & J.	10	11	July 1, '73..3		
90	First.....	100	500,000	Q. & J.	20	20	July 1, '73..5	90	
90	Fourth.....	100	600,000	M. & N.	10	10	May 1, '73..3	135	
90	German American*.....	100	2,000,000	F. & A.	4	4	Aug. '73..4	89	
90	Germania*.....	100	200,000	M. & N.	7	7	May 1, '73..5	105	
90	Greechwich*.....	25	200,000	M. & N.	10	10	July 1, '73..10		
90	Grocers.....	100	300,000	J. & J.	10	10	July 1, '73..4		
90	Hanover.....	100	1,000,000	J. & J.	8	8	July 1, '73..4	102	
90	Harlem.....	100	500,000	F. & A.	4	4	May 1, '73..4		
90	Importers & Traders*.....	100	1,500,000	J. & J.	6	6	July 1, '73..4	130	
90	Irving.....	100	1,000,000	F. & A.	10	10	July 1, '73..4		
90	Manufacturers & Build*.....	100	1,000,000	J. & J.	10	10	July 1, '73..5		
90	Leather Manufacturers*.....	100	600,000	J. & J.	12	12	July 1, '73..6		
90	Manhattan*.....	50	2,500,000	F. & A.	10	10	Aug. 10, '73..5	135	
90	Mech. & Eng. Assn*.....	25	2,000,000	J. & J.	10	10	July 1, '73..5	100	
90	Marine.....	100	400,000	J. & J.	12	12	July 1, '73..6		
90	Market.....	100	1,000,000	J. & J.	10	10	July 1, '73..5	110	
90	Mechanics.....	25	2,000,000	J. & J.	10	10	July 1, '73..5		
90	Mech. & Eng. Assn*.....	25	2,000,000	J. & J.	10	10	July 1, '73..5	100	
90	Mechanics & Traders.....	25	600,000	M. & N.	10	10	May 1, '73..5	135	
90	Mercantile.....	100	1,000,000	M. & N.	10	10	May 1, '73..5		
90	Merchants.....	50	3,000,000	J. & J.	8	8	July 1, '73..4	100	
90	Merchants' Ex.....	100	1,000,000	F. & A.	10	10	July 1, '73..4		
90	Metropolitan.....	100	500,000	J. & J.	10	10	July 1, '73..5	112	
90	Metropolitan.....	100	4,000,000	J. & J.	10	10	July 1, '73..5		
90	Murray Hill*.....	100	23,000	A. & O.	8	8	Apr. 1, '73..4		
90	Nassau.....	100	1,000,000	F. & A.	10	10	May 1, '73..4	115	
90	National Gallatin.....	50	1,500,000	A. & O.	8	8	Apr. 10, '73..4		
90	New York.....	100	3,000,000	J. & J.	10	10	July 1, '73..5	115	
90	New York County.....	100	300,000	J. & J.	16	15	July 1, '73..7		
90	N. Y. Nat. Exchange.....	100	1,000,000	F. & A.	7	7	May 1, '73..5		
90	N. Y. Gold Exchange*.....	100	500,000	J. & J.	5	5	May '73..5		
90	Ninth.....	100	1,500,000	J. & J.	9	9	July 1, '73..4	29	
90	Ninth Ward*.....	100	200,000	F. & A.	8	8	Feb. '73..4		
90	North America*.....	100	1,000,000	F. & A.	10	10	July 1, '73..5	96	
90	North River*.....	25	400,000	J. & J.	7	7	July 1, '73..6		
90	Oriental*.....	25	300,000	J. & J.	12	12	July 1, '73..6		
90	Pacific*.....	50	422,700	Q. & F.	16	16	Aug. 1, '73..3		
90	Park.....	100	1,000,000	J. & J.	12	12	July 1, '73..6		
90	Peoples*.....	25	422,500	J. & J.	10	10	July 1, '73..6		
90	Phenix.....	20	1,800,000	J. & J.	7	7	July 1, '73..3		
90	Republic.....	100	2,000,000	F. & A.	8	8	Feb. '73..4		
90	Security*.....	100	500,000	J. & J.	10	10	July 1, '73..5	96	
90	St. Nicholas.....	100	1,000,000	F. & A.	10	10	July 1, '73..5	96	
90	Seventh Ward.....	100	500,000	J. & J.	7	7	July 1, '73..3		
90	Second.....	100	300,000	J. & J.	10	10	July 1, '73..5		
90	Shoe and Leather.....	100	1,000,000	J. & J.	12	12	July 1, '73..6	145	
90	Sixth.....	100	200,000	J. & J.	12	12	July 1, '73..6		
90	State of New York.....	100	2,000,000	M. & N.	8	8	May '73..4		
90	Tenth.....	100	1,000,000	J. & J.	12	12	July 1, '73..4		
90	Traders' Ex.....	40	1,000,000	J. & J.	12	12	July 1, '73..4		
90	Union.....	50	1,500,000	M. & N.	10	10	May '73..4	125	
90	West Side*.....	100	200,000	J. & J.	4	4	July 1, '73..4		

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

Bld. Ask	COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
		Par	Amount.	Periods.	1871	1872	Last Paid.	Bld.	Askd
90	Brooklyn Gas Light Co.....	25	2,000,000	Q. & F.	20	20	July 15, '73..5		
90	Citizens' Gas Co (Bklyn.).....	20	1,200,000	J. & J.	10	10	July 15, '73..5		
90	do certificates.....	100	1,200,000	A. & O.	7	7	Apr. '73..5	10	
90	Harlem.....	20	1,000,000	F. & A.	10	10	Apr. '73..5	140	
90	Jersey City & Hoboken.....	20	386,000	J. & J.	15	15	Jan. '73..5	150	
90	Manhattan.....	50	4,000,000	J. & J.	10	10	Feb. '73..5	214	
90	Metropolitan.....	100	2,800,000	J. & J.	10	10	Jan. '73..5		
90	do certificates.....	100	2,800,000	J. & J.	10	10	Jan. '73..5		
90	Mutual N. Y.	100	5,000,000	J. & J.	7	7	Various		
90	Nassau, Brooklyn.....	25	1,000,000	M. & N.	7	7	Various	130	
90	do scrip.....	100	500,000	M. & N.	7	7	Various		
90	People's (Brooklyn).....	10	1,000,000	M. & S.	10	10	July 15, '73..4	152	
90	do do bonds.....	100	300,000	F. & A.	10	10	Jan. '73..5	100	
90	Westchester County.....	50	400,000	J. & J.	10	10	Jan. '73..5	100	
90	Williamsburg.....	50	1,000,000	J. & J.	7	7	Various	135	
90	do scrip.....	100	1,000,000	J. & J.	7	7	Various		
90	Bleecker St. & Fulton Ferry—stock.....	100	900,000	J. & J.	7	7	1880		
90	1st mortgage.....	100	900,000	J. & J.	7	7	1880		
90	Broadway & Seventh Ave—stock.....	100	2,100,000	J. & J.	7	7	July 73..5		
90	1st mortgage.....	100	2,100,000	J. & J.	7	7	July 73..5		
90	Brooklyn City—stock.....	100	2,000,000	Q. & F.	7	7	Aug. 73..5		
90	1st mortgage.....	100	2,000,000	J. & J.	7	7	1872	109	
90	Broadway (Brooklyn)—stock.....	100	200,000	J. & J.	7	7	July 73..5	100	
90	Brooklyn & Hunter's Pt—stock.....	100	200,000	J. & J.	7	7	July 73..5		
90	1st mortgage bonds.....	100	275,000	J. & J.	7	7	1873		
90	Atlantic Avenue, Brooklyn—stock.....	100	700,000	J. & J.	7	7	1873		
90	1st mortgage.....	500	115,000	A. & O.	1881				
90	2d do.....	500	100,000	A. & O.	1884				
90	3rd do.....	500	164,000	J. & J.	1885				
90	Central Pk. N. & E. River—stock.....	100	1,164,000	J. & J.	7	7	1882		
90	1st mortgage.....	1000	350,000	F. & A.	1882				
90	2d do.....	1000	600,000	M. & N.	1890				
90	Coney Island & Brooklyn—stock.....	100	500,000	J. & J.	7	7	1880		
90	1st mortgage.....	1000	214,000	J. & J.	7	7	1880		
90	Dry Dock, E. B. & Battery—stock.....	100	1,200,000	Q. & F.	Aug. 73..5				
90	1st mortgage.....	1000	300,000	M. & S.	1874-76			35	
90	2d mortgage.....	1000	300,000	M. & S.	1874-76			30	
90	High St. Avenue—stock.....	100	1,000,000	J. & J.	7	7	July 73..5	175	
90	1st mortgage.....	1000	208,000	J. & J.	7	7	July 73..5		
90	3d St. & Grand St Ferry—stock.....	100	750,000	M. & N.	7	7	May 73..5		
90	1st mortgage.....	1000	200,000	A. & O.	1884				
90	Grand Street & Newtown—stock.....	20	170,000	J. & J.	2	2	July 73..5		
90	1st mortgage.....	50	254,000	J. & J.	7	7	1878		
90	2d do.....	1000	300,000	M. & N.	1878				
90	Ninth Avenue—stock.....	1000	75,000	J. & J.	7	7	1878		
90	1st mortgage.....	1000	167,000	J. & J.	7	7	1878		
90	Second Avenue—stock.....	50	800,000	J. & J.	2	2	Aug. 73..5		
90	1st mortgage.....	1000	350,000	J. & J.	7	7	1877		
90	2d mortgage.....	1000	350,000	F. & A.	1885				
90	3d mortgage.....	1000	150,000	F. & A.	1885				
90	Cons. Convertible.....	1000	815,000	M. & N.	1888				
90	Sixth Avenue—stock.....	1000	750,000	M. & N.	1888			140	
90	1st mortgage.....	1000	300,000	J. & J.	7	7	1880		
90	Third Avenue—stock.....	100	2,000,000	Q. & F.	Aug. 73..5			150	
90	1st mortgage.....	1000	2,000,000	J. & J.	7	7	1890		
90	Williamsburg & Flatbush—stock.....	1000	300,000	M. & S.	1880				
90	1st mortgage.....	1000	125,000	M. & S.	1880				

*This column shows last dividend on stocks, but not date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. BAILEY, broker, 65 Wall street.)

COMPANIES.	CAPITAL.		NET SUR PLUS, JAN. 1, 1873.	DIVIDENDS.					PRICE.	
	Par	Amount.		1869	1870	1871	1872	Last Paid.	Bld.	Askd
Adriatic.....	25	200,000	3,150	.....	10	.....	10	July, 73..3	50	80
Ætna.....	100	200,000	16,557	.....	15	17	14	July, 73..7	125	.....
American.....	100	400,000	82,262	.....	10	.....	.....	July, 73..7	.....	.....
American Exch'g.....	100	200,000	27,345	.....	10	12	12	July, 73..5	.....	.....
Arctic.....	25	250,000	.....	.....	10	10	10	July, 73..5	.....	70
Atlantic.....	50	200,000	14,423	.....	.....	.....	.....	July, 73..5	.....	.....
Bowers.....	50	200,000	226,370	.....	20	30	20	June, 73..10	150	.....
Brewers' & M'ls'r.....	100	200,000	39,659	.....	16	16	15	Aug., 73..10	140	.....
Broadway.....	25	200,000	184,271	.....	16	15	18	July, 73..7	140	.....
Brooklyn.....	100	200,000	200,686	.....	20	30	20	July, 73..7	140	.....
Citizens.....	20	300,000	41,599	.....	30	33	15	July, 73..3	.....	.....
City.....	70	210,000	165,984	14	14	14	14	Aug., 73..7	130	.....
Clinton.....	100	250,000	5,163	13	14	14	17	July, 73..5	.....	.....
Columbia.....	50	200,000	80,712	.....	.....	.....	.....	July, 73..5	55	70
Commerce Fire.....	100	200,000	.....	.....	10	11	10	July, 73..5	.....	.....
Commercial.....	50	200,000	10,613	.....	10	10	11	July, 73..5	70	100
Continental.....	100	1,000,000	53,159	.....	16	18	30	July, 73..5	90	100
Corn Exchange.....	25	200,000	.....	.....	.....	.....	.....	.....	.....	.....
Eagle.....	40	300,000	327,958	.....	20	20	20	Oct., 73..10	130	200
Empire City.....	100	200,000	30,906	.....	10	10	10	July, 73..5	.....	100
Exchange.....	50	200,000	51,251	.....	4	.....	10	Aug., 73..5	65	90
Farragut.....	100	200,000	13,625	.....	.....	.....	.....	July, 73..5	.....	.....
Firemen's.....	17	204,000	31,609	.....	20	20	10	July, 73..5	.....	80
Firemen's Fund.....	10	150,000	24,456	.....	.....	10	10	Jan., 66..3	.....	.....
Firemen's Trust.....	100	150,000	44,010	.....	.....	10	10	July, 73..5	.....	.....
Flebbard.....	100	200,000	1,025	.....	.....	10	10	July, 73..5	.....	65
German-American.....	100	1,000,000	26,798	.....	.....	.....	.....	.....	85	95
Germania.....	50	500,000	63,561	.....	10	10	10	July, 73..5	90	.....
Globe.....	50	200,000	11,539	.....	.....	.....	.....	July, 73..5	.....	.....
Greenwich.....	20	150,000	210,000	.....	20	20	24	Aug., 73..14	.....	.....
Guardian.....	100	200,000	6,800	.....	5	10	8	July, 72..5	.....	.....
Hamilton.....	25	150,000	91,559	.....	16	15	17	July, 73..10	125	140
Hanover.....	50	250,000	5,073	.....	10	.....	8	July, 73..5	.....	.....
Hoffman.....	50	200,000	.....	.....	.....	.....	.....	July, 72..5	.....	.....
Home.....	100	2,500,000	377,067	.....	10	10	5	July, 72..5	.....	80
Hope.....	25	150,000	13,377	.....	11	5	5	Jan., 72..5	.....	.....
Importers & Trad.....	100	200,000	1,900	.....	12	12	9	July, 73..5	80	90
Importers & Trad.....	100	200,000	16,598	.....	10	10	10	July, 73..5	70	90
Irving.....	50	200,000	59,857	.....	.....	.....	.....	.....	.....	.....
Jefferson.....	50	200,000	98,818	.....	10	10	10	Sept., 73..5	120	.....
King & Co. (B'klyn).....	100	200,000	87,909	.....	10	10	10	July, 73..5	.....	.....
Knickerbocker.....	40	280,000	99,483	.....	10	15	30	July, 73..10	145	.....
Lafayette (B'klyn).....	50	150,000	30,532	.....	5	.....	.....	July, 73..5	.....	100
Lamar.....	50	200,000	11,543	.....	.....	.....	.....	.....	65	80
Lebanon.....	100	200,000	30,669	.....	10	10	10	July, 73..5	.....	.....
Long Island (B'kly).....	50	200,000	135,737	14	14	15	13	July, 73..7	145	140
Lorillard.....	100	200,000	11,379	.....	.....	.....	.....	July, 73..7	.....	87 1/2
Manul & Butlers.....	100	200,000	50,484	.....	.....	.....	.....	July, 73..5	.....	.....
Manhattan.....	100	200,000	50,609	.....	.....	.....	.....	July, 73..5	80	85
Mech. & Trad'r.....	25	200,000	186,339	.....	15	16	20	July, 73..10	130	135
Mechanics (B'klyn).....	50	150,000	46,594	5	10	10	10	July, 73..5	.....	.....
Mercantile.....	50	200,000	17,027	.....	.....	.....	.....	July, 73..5	50	75
Mercantile.....	50	200,000	24,669	.....	20	20	20	July, 73..5	140	.....
Metropolitan.....	10	200,000	4,884	4	.....	.....	.....	July, 73..4	.....	.....
Montauk (B'klyn).....	50	150,000	125,000	.....	11	12	16	July, 73..10	130	.....
Mutual (B'klyn).....	100	200,000	175,340	.....	10	10	10	July, 73..5	70	175
National.....	37 1/2	200,000	49,756	12	12	12	6	July, 72..5	.....	.....
N. Y. Equitable.....	35	210,000	199,972	18	18	20	20	July, 73..10	160	165
New York Fire & Ins.....	100	200,000	136,370	15	16	16	16	Aug., 73..10	130	155
Niagara.....	70	500,000	131,693	10	.....	34	.....	July, 73..5	80	.....
North River.....	25	350,000	102,437	10	10	18	10	Oct., 73..6	.....	112
Pacific.....	25	200,000	215,368	16	23	20	20	July, 73..10	180	180
Park.....	100	200,000	113,000	.....	.....	.....	.....	July, 73..5	.....	.....
Peter Cooper.....	20	150,000	163,139	11	12	12	16	Aug., 73..10	160	160
People's.....	20	150,000	76,413	12	12	12	12	July, 73..6	.....	128
Phoenix (B'klyn).....	50	1,000,000	43,883	10	11	12	10	July, 73..5	.....	.....
Piedmont.....	100	200,000	113,000	.....	.....	.....	.....	July, 73..5	75	85
Republic.....	100	300,000	13,772	.....	.....	.....	.....	July, 73..6	.....	.....
Resolute.....	100	200,000	25,724	10	.....	3	.....	July, 73..3	70	.....
Rutgers.....	25	200,000	148,866	15	16	20	.....	Aug., 73..10	140	.....
Salem.....	100	200,000	.....	.....	.....	.....	.....	.....	.....	.....
St. Nicholas.....	25	150,000	895	10	10	10	10	July, 73..5	.....	95
Standard.....	50	200,000	849	11	10	7	13 1/2	July, 73..6	.....	.....
Star.....	100	200,000	.....	.....	.....	.....	.....	Aug., 73..5	95	.....
Stirling.....	100	200,000	13,568	10	10	10	10	Aug., 73..5	.....	.....
Stuyvesant.....	25	200,000	107,240	10	10	12	12	July, 73..7	100	115
Tradesmen's.....	25	150,000	20,697	12	14	14	14	July, 73..5	100	.....
United States.....	100	200,000	187,019	14	14	.....	.....	July, 73..4	130	.....
Washington.....	100	200,000	.....	.....	.....	5	.....	July, 73..5	.....	.....
Williamsburg City.....	50	250,000	24,311	10	10	10	10	July, 73..5	100	.....

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

1. Prices of the most Active Stocks and Bonds are given in the "Bankers' Gazette," previously. Full quotations of all other securities will be found on preceding pages.

2. Government Securities, with full information in regard to each issue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U. S. Debt statement published in THE CHRONICLE on the first of each month.

3. City Bonds, and Bank, Insurance, City Railroad and Gas Stocks, with quotations, will usually be published the first three weeks of each month, on the page immediately preceding this.

4. The Complete Tables of State Securities, City Securities, and Railroad and Miscellaneous Stocks and Bonds will be regularly published on the last Saturday in each month. The publication of these tables, occupying fourteen pages, requires the issue of a supplement, which is neatly stitched in with the usual edition and furnished to all regular subscribers of THE CHRONICLE.

INVESTMENTS TO-DAY—GOVERNMENT BONDS—RAILROAD STOCKS.

The general rules by which investors have been guided in their purchases of stocks and bonds, in our markets, for some years past, are for the moment reversed, or at least, materially changed from what they have been. At any time during the five years preceding the 18th of September last, a party having money to be carefully and profitably invested, would probably have been advised by most bankers to put it into railroad bonds—either into one of the numerous issues offered by prominent and reliable banking houses, or into older bonds selling below par. Governments were too high, and stocks generally too much inflated, or too much the footballs of speculative cliques to invite purchasers for investment. To-day, the investment demand is probably divided between Governments, railroad stocks and old railroad bonds on roads which have been earning considerably more than the interest on their debt. As to Government Securities, their pre-eminent excellence of being available as a means of raising money in time of panic, either by sale or pledge as collateral for loans, has never been so conspicuously shown as during the late period; and as an attendant of this quality, they have maintained a steadiness in price not equalled by any other leading class of securities. Therefore, for the purposes of financial corporations, or of men engaged in active business, who are always liable to be affected by monetary disturbances, Government Bonds offer special inducements for purchase. Two points are to be remembered, however, in this connection, first, that in this panic there was no political disturbance and nothing, bearing directly upon the Government credit; secondly, that the Treasury purchased bonds to the extent of \$18,000,000 or upwards, and thus helped materially to maintain their prices. Under different circumstances the depression might have been much greater.

Railroad stocks are now so low in comparison with the range of their prices [for some years past, that purchasers for investment are tempted to take them up, when before they were neglected as too much inflated. Omitting preferred and guaranteed stocks, we find that out of fourteen railroad stocks most largely dealt in at the Stock Exchange there are four only which have regularly paid dividends without intermission for some years past—viz.: the N. Y. Central & Hudson, Harlem, Lake Shore & Michigan Southern, and Chicago & Rock Island. Two others have paid most of the time, viz., the Central of N. J., and the Delaware, Lackawanna & Western. Panama has paid irregularly.

New York Central & Hudson stock is the favorite, on account of the great prestige of its president, Mr. Vanderbilt, though little is known of its earnings or operations from month to month, as no information is given to the public. In the last year reported, which terminated more than a year ago, Sept. 30, 1872, the company earned \$25,580,675 gross, paid \$16,446,436 for operating expenses, &c., leaving \$9,134,239 net earnings. The operations of the company for the three years following its consolidation, 1869 to 1872 were given in our report published in the CHRONICLE as follows:

	1869-70.	1870-71.	1871-72.
Gross earnings.....	\$22,363,320	\$21,972,105	\$25,580,676
Operating expenses.....	14,068,079	13,711,288	16,436,436
Net earnings.....	8,295,241	8,260,817	9,134,240
Interest paid.....	1,636,841	721,808	1,030,372
Dividends paid.....	6,861,241	7,268,742	7,244,832
United States tax on earnings.....	168,976		
Lease and rents.....	60,000	60,000	146,799
Sinking fund.....	111,183	111,183	111,183
Credit balance.....		109,584	601,054

* Nominal credit balance, but expended in construction.

What may have been the results of operations during the fiscal year just ended Sept. 30, 1873, it is impossible to find out until the company makes its official returns to the State En-

gineer, which will probably be in December; it may be assumed, however, that the year was fully equal to 1871-2. The Central & Hudson is now laying two more tracks, and paying therefor by an increase of its debt of about \$25,000,000, the whole new mortgage being for \$40,000,000, but out of this about \$15,000,000 is to retire all the old debt. Looking forward then to the time when the new double track is completed, the company will have four tracks between Buffalo and New York, and an interest liability of about \$2,800,000 per year. As the net earnings on a double track have exceeded \$8,000,000 in each of the last three years, it may fairly be assumed that the net earnings will be sufficiently increased on four tracks to more than pay the additional interest charge from year to year. The presidency of Commodore Vanderbilt is generally considered an element of the utmost importance in estimating the value of Central and Hudson stock, and rumors of his death have more than once been circulated for the purpose of depressing the price, as the fact of his being well advanced in years gained a temporary credence for these rumors. The great points of Mr. Vanderbilt's management have been substantially three. First, An enormous economy in expenses. (It was reported when he first assumed control, that all the brass work on the locomotives was ordered to be painted black to save the cost of cleaning; perhaps this was a bit of satire, but it was accepted as a type of the management.) Secondly, The doubling or "watering" the capital by a stock distribution. Third, The adherence to the plan of improving and increasing the capacity of his main road without going into numerous extensions and leases of branch lines—a policy in strong contrast to that pursued on all the other three great trunk lines to the West. The Central & Hudson has leased the Harlem road with which it previously ran in close connection, but this is in no way analogous to the policy of extension in all directions pursued by other roads. Perhaps a fair estimate of the value of Central & Hudson securities would place the stock as worth 8 per cent per annum under Mr. Vanderbilt, and 7 per cent per annum under any good management, and the bonds as among the very best in the country. If this view is correct, the stock ought to be worth 100, and the bonds about 105 to 108 after they are all issued.

The Lake Shore and Michigan Southern Railroad, extending from Buffalo to Chicago, as a direct connecting line of the Central & Hudson, has now been under the presidency of Mr. Vanderbilt for several months, but the net results under his operation have not yet been made public. The road is most favorably located, and the amount of stock distributions made to stockholders of the original companies which composed the eastern section between Buffalo and Toledo, have hardly been exceeded, perhaps not equalled, by any other leading railroads in the United States. The stock of the company having been one of the most favorite speculative stocks of the street, is now under a cloud in consequence of the failure of Messrs. Geo. Bird Grinnell & Co. the firm of brokers who conducted the speculations of the great clique in this stock—the principal members of the clique, being members of the executive committee of the Lake Shore Company. The failure of the Union Trust Company, to which the Lake Shore owed over \$1,800,000, also complicated its affairs. Very large amounts of Lake Shore stock were pledged as collateral by Grinnell & Co., and are now tied up by the bankruptcy proceedings of that firm. In regard to the affairs of Geo. Bird Grinnell & Co., the Tribune had a statement this week which we condense as follows:

"We have here the example of a single firm carrying loans to an amount of more than twelve millions of dollars on hypothecation of 195,000 shares of stock and \$3,768,000 of bonds.

"Since the establishment of the Stock Exchange, we venture to say that no statement of such magnitude in assets and liabilities has ever been published in Wall street.

"The shares and bonds hypothecated are as follows:

	Shares.		Shares.
Lake Shore	83,200	Con. Coal Co.....	300
Union Pacific	46,800	Del., Lack & Western.....	218
Northwestern	28,800	Mil. & St. Paul.....	100
Toledo & Wabash.....	8,100	Illinois Central.....	100
N. Y. Central	6,750	Western Union.....	182
N. Y. & New Haven	2,556	Sleeping-car Co.....	107
Pacific Mail.....	900	St. Louis & Iron M. Co.....	300
Franklin Telegraph Co.....	9,250	Straw Sewing M. Co.....	1,700
Erie & Pittsburgh	2,000	Bridgeport St. Co.....	600
Atlantic & Pacific Prof.....	900	Gold & Stock Tel. Co.....	460
Pacific Railroad of Mo.....	800	Central Nat. Bank.....	20
Rock Island.....	200		
Han. & St. Jo. Preferred.....	800	Total.....	195,743
Quicksilver Min. Co.....	600		

Lake Shore & Michigan Southern Bonds.....	\$2,328,000
Chicago & Northwestern Consol. Gold Bonds.....	2,101,000
Mahoning Valley Coal Bonds.....	301,000
C. & C. Indiana Central Bonds.....	8,000
Union Pacific Income Bonds.....	10,000
Toledo, Logansport & Burlington Bonds.....	6,000
Hannibal & Naples Bonds.....	5,000
United States 5-20s.....	10,000
Total.....	\$3,768,000

"The house must have made great efforts to sustain itself when the storm first struck the market, for nearly one-quarter of the whole amount was loaned to it after September 15, the loans extending up to October 1."

"The banks figure among the creditors to the amount of \$3,019,000, and are divided as follows:

Chemical National Bank, New York.....	\$350,000
National Bank of Commerce, New York.....	1,114,000
National Commercial Bank of Albany.....	600,000
Broadway Bank of New York.....	200,000
Pacific Bank of New York.....	280,000
Merchants' National of New York.....	300,000
Corn Exchange of New York.....	150,000
Importers' & Traders of New York.....	25,000

Total.....\$3,019,000

"The shrinkage on the securities enumerated has, of course, been immense; but the creditors are generally fairly secured, and a very moderate advance would clear them."

On account of these serious complications the future course of the price of Lake Shore stock is exceedingly uncertain, but as to the real ultimate value of the stock as based upon dividends which the road can earn, we may be able to make a more satisfactory estimate. The fiscal year of the company terminates Dec. 31, and in the CHRONICLE of May 10, 1873, page 616, we published a full review of the last report showing the following comparison for three years:

	1870.	1871.	1872.
Gross earnings.....	\$13,437,540	\$14,797,975	\$17,591,689
Operating expenses.....	8,368,821	9,779,807	11,839,526
Net earnings.....	5,068,719	5,018,168	5,752,163
Interest.....	\$1,590,052	\$1,825,708	\$1,906,003
Rentals.....	133,800	133,800	133,800
Dividends.....	2,805,710	2,874,355	3,519,446
Surplus.....	559,157	180,954	192,554

But since that we have obtained and published in the CHRONICLE of October 4, page 458, a later statement showing the operations to June 30, 1873; this statement was from official returns of the company, and showed earnings and expenses, etc., for the first six months of the year 1873, compared with those for the corresponding six months of 1872 as follows:

	1873.	1872.
Freight.....	\$7,361,397 99	\$6,260,190 67
Passenger.....	2,017,042 38	1,814,199 05
Express.....	155,194 65	146,631 24
Mails.....	115,501 95	123,557 34
Miscellaneous.....	242,992 73	119,599 75
Total earnings.....	\$9,892,073 68	\$8,464,178 85
Operating expenses and taxes (being 76-44 p. c. of earnings in 1873, against 66-96 p. c. in 1872).....	7,563,955 43	5,669,064 18
Balance (net earnings).....	\$2,328,117 25	\$2,795,114 67
August dividends, payable, 4 p. c.....	2,005,335 60	*1,405,335 00
Remainder for interest, etc.....	\$323,782 25	\$1,389,779 67
Semi-annual interest 3½ p. c. on bonds.....	1,031,555 00	925,155 00

This is a very remarkable statement in regard to the operating expenses of the six months, for on an increase of gross earnings of nearly \$1,500,000, the net earnings are about \$460,000 less than in the same six months of 1872, and as the above calculation shows, about \$700,000 short of enough to pay the semi-annual dividend. This remarkable statement can hardly be explained except upon the theory that new construction has been charged in operating expenses, or that the funds have been diverted to other purposes.

But this statement is not unfavorable to the future of Lake Shore, for it shows that the Company has earned \$9,892,073 in six months, which, at the rate of 65 per cent for operating expenses, would leave \$3,542,136 net earnings in the least favorable half of the year, or \$7,084,453 as the net earnings for the whole year. The total funded and floating debt, June 30, was about \$32,200,000, and allowing for an increase of \$800,000 since, it may now be \$33,000,000, on which the annual interest would be \$2,310,000, and deducted from net earnings as above would leave \$4,774,453 for an annual dividend on \$50,000,000 stock, or a little above 9 per cent per annum. This calculation is on the basis of an honest and efficient management, which it is certainly fair to presume that the road will now obtain under Mr. Vanderbilt. There are, however, two other points to be considered—First, that the road is laying a double track, and must borrow more money to complete it, but as to this it may be assumed that the increase of annual interest on new debt ought to be more than balanced by increased traffic with a double track. Secondly, The Canada Southern road will soon be opened from Toledo to Buffalo, and will be a strong competitor for freight. In reply to this it may be said that the advantages possessed by the Lake Shore in having a through line to Chicago and close connections to New York over the Central, in having Mr. Vanderbilt's economy to reduce operating expenses, and presently the addition of a double track, will prevent its traffic from being largely reduced. According to usual estimates of the value of stocks it would appear that 90 to 95 was a fair price for Lake Shore.

We shall touch hereafter upon the prices and values of some other stocks.

New York State Finances.—The sum of \$1,974,600, being a portion of the canal debt, falls due on the 1st of November next. Under direction of the State Legislature, the State officers advertised for bids for a new loan, the proceeds of which were to be used in the payment of the old loan. Contrary to all anticipation, no bids were presented. This is unprecedented in the finances of the State, and shows how disastrously the revulsion through which we are passing has affected business interests. Less than half a million of the old bonds were offered in exchange for the new bonds, leaving about a million and a half of dollars to be provided.—*Albany Argus.*

The State Comptroller obtained from Comptroller Green of New York city, on account of taxes due from this county on or before December 1, \$500,000; borrowed of the banks in New York, \$500,000, and the remainder will be drawn in equal quantities from the Albany and country canal banks.

—At the proposals for \$2,000,000 New York city bonds, October 28, only about \$30,000 bids were offered.

North Carolina Finances.—A dispatch from Raleigh to the Associated Press, gives the following account of the State debt of North Carolina for the fiscal year ended 30th Sept., 1873, as reported by the State Treasurer. It will be observed that the principal has been reduced \$353,000 during the previous year. Under the second class of bonds in the table below will be found a decrease from last year of \$287,000. This decrease was occasioned by the return of bonds to the treasury issued to aid the construction of the Chatham Railroad. The third class is decreased \$10,000. The fourth class is decreased \$56,000 by the return of that amount of bonds issued for the purpose of buying a site for a penitentiary. The Legislature meets on the third Monday of next month. It is not probable that there will be any legislation looking to an adjustment of the debt, which is as follows:

	Issued January and July.	Issued April and October.
1. "Old" or ante-war bonds.....	\$4,738,800	\$3,632,400
2. Bonds issued for internal improvement purposes since close of the war, not "special tax.".....	2,382,000	1,605,000
3. Bonds issued for funding under acts of 1866 and 1868.....	2,417,400	1,711,400
4. Bonds and registered certificates since close of war for other purposes.....	383,045	44,000
5. Special tax bonds.....		11,407,000
Total.....	\$9,922,245	\$18,496,800
6. Bonds issued after May 20, 1861, and prior to May, 1865, for internal improvements, not marketable.....	708,000	420,000
Total.....	\$10,630,245	\$18,916,800

	INTEREST.
Interest on first class of bonds.....	\$2,513,460 00
Interest on second class of bonds.....	1,214,400 00
Interest on third class of bonds.....	1,211,041 00
Interest on fourth class of bonds.....	1,129,674 85
Interest on fifth class of bonds.....	2,814,310 00
Interest on sixth class of bonds.....	518,910 00

Total interest due on entire debt.....\$8,471,924 85

South Carolina Finances.—The Legislature met on Tuesday, Oct. 21. The following extracts are from the message of Governor Moses:

The following statement will exhibit the present condition of the bonded debt:

	RECAPITULATION.
Ante-reconstruction bonded debt, outstanding October, 1873.....	\$3,761,713 41
Post-reconstruction bonded debt, first subdivision, outstanding October, 1873.....	2,748,830 60
Post-reconstruction bonded debt, second subdivision, outstanding October, 1873.....	9,341,083 34
Total.....	\$15,851,627 35

It will be seen from the preceding statement that the bonded debt aggregates \$15,851,627 35, or, \$300 more than the amount reported outstanding on the 31st of October, 1872. This difference is accounted for by the issue on the 18th of November, 1872, of \$300 funding stock under the acts of September and December, 1866. It will also be seen that I have divided the debt into two historical periods, viz.: "Ante-reconstruction funded debt," or the amount of bonds and stocks outstanding when the reconstruction government assumed control, and "Post-reconstruction funded debt," or the amount of bonds and stocks which bear the signatures of the officers of the reconstructed government. This latter debt has been subdivided as follows: The first subdivision shows the floating debt contracted by the ante-reconstructed government, which the officers of the reconstructed government found outstanding when they came into power, and which they converted into a funded debt by the issue of bonds and stocks; the second subdivision represents the funded debt actually created by the reconstruction government, and for which only they are entirely responsible.

The Governor recommends that all the bonds of the State for which the State is actually liable, less \$38,000 State Capitol bonds of 1853, past due, to be otherwise provided for, be scaled by giving to all parties who choose to surrender their present bonds, other bonds or certificates for a certain proportion of the face value of those surrendered.

A judgment was obtained by Morton, Bliss & Co., who are among the largest creditors, for \$3,549,000. To enforce this judgment the State Supreme Court has ordered the comptroller general to levy a tax before November 15, to pay the interest on the amount due. As stated before, the object of the present session of the South Carolina Legislature is to prevent the laying of a tax, as ordered by the court, and thus the judiciary and legislative body are in conflict.

Missouri County Bonds.—Numerous suits for unpaid coupons on county bonds, some of which were negotiated in this city in

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 31, 1873.

The failure of the house of Hoyt, Sprague & Co., which was announced yesterday, caused a renewal of distrust in financial and commercial circles similar to that produced by the suspension of Clews & Co a little more than a month ago. Its effect, however, in mercantile circles was not nearly so marked. There has been in the past month such a great shrinkage of values that there was some disposition towards a reaction, and to this feeling the failure of the above-named house acted only as a momentary check. The approach of inland navigation causes some of our leading staples to be held with more firmness and confidence, as it is anticipated that the supply of them on the seaboard during the winter months will be inadequate to the demand at late prices. This is seen in the course of wheat and corn in the past two days.

The market for provisions has been generally depressed during the week, and prices, especially for bacon and lard for future delivery, have touched pretty low figures. Pork, on the contrary, has been less depressed, and it has been understood that the stocks in first hands have been pretty well concentrated. Beef has been in fair export demand, especially choice brands of city packed. Bacon on the spot has been scarce, and long clear has sold at 8½@8¾c.; but for future delivery there have been free sellers of long and short clear at 7½@7¾c. for the winter months. Cut meats have been weak, but have not materially declined. Lard has been much depressed, with large sales for the future four or five months. Dressed hogs have been in better supply and have declined, the latest prices being the lowest in many months. Butter has been dull and cheese drooping. To-day the sales of pork embraced 500 bbls. for export at \$14 90@15. Bacon was reported sold 6½@7c. for long and short clear together, for December and January delivery. Lard declined to 7½@7¾c. for prime Western steam on the spot, with large sales for the future, at 7 3-16@7½c. for November, 7½c. for December, 7¾c. for January, 7¾c. for February, and 7¾c. for March. Cheese was quoted at 14c. for fine factories.

Ocean freights have further advanced; the long voyages caused by heavy weather have reduced the supply of room in port, especially with vessels on the berth. In the last few days the Liverpool steamers have obtained ½d. for cotton, 14½@14¾d. for wheat, 80s. for cheese and 70s. for bacon; and by sail, 18½d. was paid for wheat and 9-16@½d. for cotton; to London, by steam, 15d. was paid for wheat and 4s. 3d.@4s. 6d. for flour; the charters for grain have been at 10s. to Havre, and 10s. 3d.@10s. 6d. to Cork for orders; vessels with grain to direct Irish ports have been chartered at 9s. 3d.@9s. 9d.; petroleum charters have been dull and rates somewhat irregular. To-day, vessels to arrive were taken up to load grain to Cork for orders at 9s. 1½d.@9s. 9d., but 10s. 4½d. was paid for a vessel in port. The Liverpool steamers accepted lower rates, and took grain at 13½@14d.

The market for tobacco may be said, if we consider the general dullness, to have been fairly active. The sales of Kentucky leaf aggregate 600 hhds. for the week, of which 400 for export and 200 for home consumption. Lugs are quoted at 6½@7¾c., and leaf 8@14c. Seed-leaf tobacco has also met with a fair demand, and sales have been: Crop of 1871, 150 cases sundries at 9@50c.; crop of 1872, 550 cases Connecticut and Massachusetts at 18@40c. for wrappers, 12@14c. for seconds, and 6c. for fillers; 100 cases New York at 10c.; 20 cases Pennsylvania at 7½c.; 500 cases Ohio at 7@7½c., and 80 cases Wisconsin on private terms. Spanish tobacco in but limited demand, and the sales have been only 300 bales Havana at 75@90c., and 50 do. Yara on private terms.

Petroleum is steady at 16c. for refined in bbls.; crude in bulk quiet at 5½c. Strained rosin has remained steady at \$2 85@2 90, with only a moderate business done. Spirits turpentine is firm at 42c. Tallow dull and lower at 7½c. for prime city. Whiskey firmer at 91c. Hops have been quiet and prices are lower at 43@50c. as in quality for new crop. Wool continues dull and prices unchanged. There has been no further decline in foreign fruits, and the demand is somewhat improved. Ingot copper nominal at 22@22½c. cash. Pig iron dull at \$35@36 for No. 1, and \$30@32 for No. 2 American. Hides have been quiet and prices a little weak. Leather also dull and depressed. New clover-seed dull and lower at 8½@9c. Linseed oil lower at 95@96c.; menhaden oil 37½c.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1873, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

EXPORTS SINCE JANUARY 1 TO																					
	Great Britain.	France.	Holland & Belg.	Ger. many.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Hayti.	Other W. Indies.	Mexico.	British Guiana.	Brazil.	Other S. America.	All other Ports.	Total this week.	Total since January 1, 1873.	Same time 1872.
Wheat.	1,402,045	20	44,400	7,009	...	30	1,400	4	...	154,429	1,308	99,376	370,710	188	36,113	77,615	63,366	12,698	46,637	1,370,745	993,305
Barley.	39,950	56,529	108	188	1,490	5,344	6,009	30,342	1,113,747	9,909,977	6,785,965
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Imports of Leading Articles.
The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port since Jan. 1, 1873, and for the same period of 1872 and 1871:
[The quantity is given in packages when not otherwise specified.]

	Since Jan. 1 1873.	Same time 1872.	Same time 1871.		Since Jan. 1 1873.	Same time 1872.	Same time 1871.
China, Glass and Earthenware.....	16,727	17,415	14,233	Metals, &c.—	5,554	6,930	6,307
China.....	41,946	51,935	33,632	Cutlery.....	3,232	5,424	4,469
Glass.....	44,067	597,300	490,594	Iron, RR bars.....	521,791	918,133	1,175,084
Glassware.....	36,244	39,281	40,417	Lead, pigs.....	236,667	252,128	490,399
Glass plate.....	9,631	9,615	10,330	Spelter, lbs.....	432,229	9,061,477	1,462,257
Buttons.....	4,253	5,313	5,510	Steel.....	181,754	183,692	194,273
Coal, tons.....	22,353	95,535	121,672	Tin, boxes.....	90,638	88,538	90,384
Cocoa, bags.....	27,213	25,637	20,361	Tin slabs, lbs.....	46,837	5,416,008	5,038,442
Coffee, bags.....	95,139	1,202,993	94,322	Rags.....	112,456	130,731	127,534
Cotton, bales.....	11,454	5,315	4,167	Sugar, hds., tcs	506,399	406,710	400,768
Drugs, &c.—				Sugar, boxes & bags.....	941,388	1,051,167	960,164
Bark, Peruvian.....	14,509	31,936	23,262	Tea.....	801,461	1,045,336	864,356
Bica powder.....	25,349	23,236	20,601	Tobacco.....	57,101	59,967	41,315
Brimstone, tons.....	22,484	18,431	89,174	Waste.....	3,900	4,738	3,940
Cochineal.....	7,160	4,955	10,993	Wines, &c.....	137,650	151,592	141,677
Cream Tartar.....	1,434	1,934	2,439	Wines, &c., bks.....	145,273	174,156	165,385
Cumbar.....	11,831	86,417	45,338	Wool, bales.....	41,720	89,186	70,145
Gum, Arabic.....	5,299	4,718	4,022	Articles reported by value—			
Indigo.....	3,538	6,196	5,746	Cigars.....	1812,676	1,707,994	1,547,783
Madder.....	661	4,534	2,379	Corks.....	119,521	98,939	78,279
Oils, essential.....	572	807	807	Fancy goods.....	13,064,745	1,304,078	966,909
Oil, Olive.....	36,944	1,805	1,610	Fish.....	361,536	301,173	229,817
Opium.....	1,010	1,315	1,610	Fruits &c.—			
Soda bi-carb.....	66,253	72,425	96,131	Lemons.....	810,388	633,295	685,477
Soda sal.....	56,511	60,472	45,338	Oranges.....	117,136	1,224,454	1,183,175
Soda ash.....	47,396	41,198	40,195	Nuts.....	884,191	122,575	9,708
Flax.....	6,567	11,067	10,435	Raisins.....	977,091	1,221,043	641,561
Furs.....	5,805	6,051	10,435	Hides undressed.....	106,729	9,335,042	109,516
Gunny cloth.....	5,195	15,018	15,018	Rice.....	70,310	78,088	651,771
Hair.....	3,609	7,101	6,170	Cassia.....	229,283	521,557	382,811
Hemp, bales.....	106,851	135,528	105,084	Ginger.....	7,964	75,136	79,277
Hides, &c.—				Pepper.....	130,545	446,331	226,141
Bridles.....	1,539	1,456	1,839	Saltetre.....	5,884	157,968	2,939
Hides, dressed.....	9,973	17,310	15,238	Woods.....	392,534	339,948	253,177
India rubber.....	47,111	41,092	55,012	Cork.....	83,019	37,442	46,534
Jewelry, &c.—	2,289	5,778	5,704	Fastic.....	514,170	396,356	27,233
Watches.....	3,224	8,423	4,383	Mahogany.....	118,140	124,712	92,066
Waxes.....	926	1,110	1,259				
Wool.....	551,499	551,154	788,213				
Molasses.....	100,046	117,339	141,568				

Receipts of Domestic Produce for the Week and since January 1.
The receipts of domestic produce have been as follows:

	This week.	Since Jan. 1.	Same time '72.		This week.	Since Jan. 1.	Same time '72.
Apples.....pkgs.	113	5,945	6,074	Pitch.....	1,809	1,741	1,741
Breadstuff.....				Oil cake, pkgs.....	2,686	158,137	126,116
Flour, bbls.....	77,303	2,761,770	2,311,225	Oil, lard.....	1,867	5,066	5,066
Wheat, bus.....	1,352,266	24,193,672	10,963,215	Peanuts, bags.....	170	82,479	70,523
Corn.....	1,239,472	21,221,296	35,761,221	Provisions.....	42,918	725,555	532,866
Oats.....	4,429	9,169,576	10,257,339	Butter, pkgs.....	22,624	1,691,572	1,441,300
Rye.....	46,475	301,565	376,983	Cheese.....	3,638	431,913	264,132
Barley, &c.....	33,792	1,513,483	2,587,685	Cutmeats.....	7,352	405,124	336,511
Grass seed, bags.....	1,225	7,817	101,139	Eggs.....	65	122,575	114,016
Beans, bbls.....	1,224	34,139	31,824	Pork.....	65	122,575	114,016
Peas, bush.....	3,813	113,964	177,352	Beef, pkgs.....	1,922	21,146	18,569
C. meal, bbls.....	2,927	188,543	178,253	Lard, pkgs.....	5,180	335,091	291,531
Cotton, bales.....	84,614	726,773	531,317	Lard, pkgs.....	825	22,474	23,789
Hemp, bales.....	196	5,371	5,014	Rice, pkgs.....	663	10,908	8,708
Hides.....No.	17,122	596,018	576,115	Starch.....	5,893	272,892	272,819
Hops, bales.....	1,213	12,743	15,035	Stearine.....	230	16,961	20,638
Leather, sales.....	61,612	2,907,195	2,783,134	Sugar, bbls.....	1,178	75	75
Molasses, bbls.....	23,065	31,836	31,836	Sugar, hds., tcs.....	651	4,899	4,899
Naval Stores.....	111	9,010	8,447	Tallow, pkgs.....	1,545	41,483	33,154
Or turp bbls.....	634	64,403	63,829	Tobacco, pkgs.....	4,082	52,353	208,147
Solitis turp.....	8,310	482,106	514,122	Tobacco, hds.....	1,953	890	890
Rosin.....	331	81,139	27,656	Wine, bbls.....	6,021	158,033	254,923
Tar.....				Wool, bales.....	765	80,658	59,130
				Dressed hogs, No.....	93,312	80,213	80,213

COTTON.

FRIDAY, P. M., Oct. 31, 1873.

By special telegrams received to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Oct. 31. It appears that the total receipts for the seven days have reached 108,039 bales against 100,452 bales last week, 78,756 bales the previous week and 45,746 bales three weeks since, making the total receipts since the first of September, 1873, 470,078 bales against 646,989 bales for the same period of 1872, showing a decrease since September 1, 1873, of 176,911 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

	1873.	1872.	1871.	1870.	1869.	1868.
New Orleans.....bales.	24,063	25,442	26,115	30,256	84,435	23,055
Mobile.....	1,713	12,993	13,562	18,107	11,932	7,765
Charleston.....	17,997	14,053	11,833	14,417	71,517	10,080
Savannah.....	26,376	27,431	18,843	26,799	13,869	11,300
Texas.....	7,753	11,687	5,444	2,961	5,236	4,969
Tennessee, &c.....	2,900	2,280	7,010	5,369	2,991	1,856
Florida.....	1,455	1,493	865	196	866	77
North Carolina.....	1,121	1,493	943	856	2,160	1,718
Virginia.....	19,836	18,631	12,801	9,938	7,763	4,530
Total this week.....	108,039	129,465	95,705	106,406	95,269	66,596
Total since Sept. 1.....	470,078	646,989	459,111	542,745	530,746	325,127

The exports for the week ending this evening reach a total of 52,694 bales, of which 42,639 were to Great Britain, 5,534 to France, and 4,521 to rest of the Continent, while the stocks as made up this evening, are now 246,860 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

	Exported to—	Total this week.	Same w'k 1872.	1873.	1872.
Week ending Oct. 31.	G. Brit. France Cont't				
New Orleans.....	14,720	5,469	418	20,602	23,475
Mobile.....	4,184	.....	.....	4,484	16,653
Charleston.....	5,038	.....	.....	5,038	19,247
Savannah.....	2,142	.....	3,298	3,298	18,079
Texas.....	26,461	.....	100	16,161	18,544
Other ports.....	194	65	710	969	687
Total.....	42,639	5,531	4,721	32,694	51,541
Since Sept. 1.....	124,193	20,959	10,143	258,587	249,799
				146,860	278,900

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 1,867 bales, while the stocks to-night are 31,760 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Oct. 24, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1873.	1872.	Great Britain.	France.	Other For'gn.	Total.		
New Orleans.....	83,128	141,367	11,815	9,205	5,912	26,932	22,586	32,161
Mobile.....	31,583	46,191	.....	500	.....	500	18,629	13,257
Charleston.....	57,229	76,345	1,122	2,560	.....	3,682	37,018	21,560
Savannah.....	98,670	129,455	5,547	1,808	.....	7,355	48,255	39,611
Texas.....	20,249	58,539	2,746	.....	.....	2,746	9,000	15,164
New York.....	10,035	6,301	57,096	1,352	98	59,146	.....	45,042
Florida.....	824	1,617	.....	.....	.....	.....	824	.....
No. Carolina.....	5,563	12,947	.....	.....	.....	.....	50	5,116
Virginia.....	53,150	57,907	.....	.....	.....	.....	44,932	1,113
Other ports.....	6,097	82	2,563	.....	.....	2,563	.....	17,000
Total this year.....	361,539	.....	31,544	15,425	6,224	103,193	186,369	215,730
Total last year.....	526,524	130,699	44,021	24,508	189,228	260,058	258,998	.....

During the past week there has been a further considerable decline in cotton on the spot. The downward tendency was marked and unvarying until the close of Wednesday's business, when middling uplands were quoted at 14½, and low middling uplands at 14¼c., with sales reported on the basis of 14¼c. This depression, like the decline of previous weeks, is the outgrowth of the financial derangements which have this week manifested themselves more decidedly in commercial circles. Our manufacturers have, during the week, made further progress in the movement for shorter time, many of the print mills shutting up entirely, while one of our most prominent houses in that department has failed. These facts have tended to reduce decidedly the spinning demand for cotton and to take away all disposition to speculate in it, while the difficulty of obtaining money with which to carry cotton in store has increased the pressure to sell. Shippers were also embarrassed by dull accounts from abroad and by the scarcity of freight room. On Thursday however, Liverpool was reported steadier, and as a result there was a reaction in this market and a recovery of ¼c.; and to-day, although there was less doing, the offerings were moderate, and the advance of yesterday was maintained. Only a portion of the receipts at this port have come upon this market, and yet it has been difficult to keep the wharves cleared. For future delivery there has been a great pressure to sell, and under the free offerings prices rapidly declined, until about noon on Wednesday, when the lowest prices were made. But from these prices, and towards the close of the day, there was a recovery, and yesterday a pretty sharp advance took place, with some excitement in contracts for December and January, but to-day a portion of this advance was lost, and the close was flat. The prices for futures last reported were: For October, 14¼c; for November, 14 11-32c.; for December, 14 19-32c; for January, 14 25-32c.; for February, 15 3-16c.; for March, 15 9-16c.; for April, 15½c. The total sales of this description for the week are 141,450 bales, including — free on board. For immediate delivery the total sales foot up this week 12,807 bales, including 9,175 for export, 3,609 for consumption, 23 for speculation, and — in transit. Of the above 1,195 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per D.	13½@	13½@	13½@	13½@
Good Ordinary.....	14 @	14 @	14 @	14 @
Strict Good Ordinary.....	14½@	14½@	14½@	14½@
Low Middling.....	15 @	15 @	15 @	15 @
Good Middling.....	16 @	16 @	16 @	16 @

Below we give the sales of spot and transit cotton and price of Uplands at this market each day of the past week:

	SALES.				PRICES.			
	Exp't.	Con-sump.	Transit.	Total.	Ord'ry.	Good Ord'ry.	Low Mid'g.	Mid dling
Saturday.....	1,507	440	6	1,953	13½	14½	15	15½
Monday.....	1,253	330	17	1,600	13½	14½	15	15½
Tuesday.....	1,810	617	.....	2,427	13½	14½	15	15½
Wednesday.....	1,685	914	.....	2,599	13½	14½	15	15½
Thursday.....	1,972	771	.....	2,749	13½	14½	15	15½
Friday.....	966	611	.....	1,577	13½	14½	15	15½
Total.....	9,175	8,609	23	12,807	.....	.....	.....	.....

For forward delivery the sales (including 1,000 free on board) have reached during the week 141,450 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For October.		For November.		For December.		For January.	
bales.	cts.	bales.	cts.	bales.	cts.	bales.	cts.
3,500.....	14 1/2	1,800.....	14 1/2	200.....	14 1/2	500.....	14 29-32
100.....	14 1/2	1,300.....	14 1/2	600.....	14 1/2	100.....	14 15-16
300 settlem't.....	14 1/2	100.....	14 15-32	200.....	14 5-16	8,200.....	15
100.....	14 1/2	700.....	14 1/2	1,000.....	14 17-32	900.....	15 13-32
100 s. n.....	15	1,100.....	14 17-32	800.....	14 17-32	800.....	15 1-16
200.....	15 1/2	900.....	14 16-16	1,000.....	13-32	200.....	15 1/2
200.....	15 1/2	900.....	14 19-32	1,400.....	14 7-16	2,900.....	15 3-16
		1,000.....	14 1/2	800.....	14 15-32	1,300.....	15 7-32
1,000 total Oct.		200.....	14 21-32	4,600.....	14 1/2	3,500.....	15 1-16
		500.....	14 1/2	400.....	14 17-32	500.....	15 9-32
		1,100.....	14 1/2	1,000.....	14 19-32	500.....	15 5-16
		100.....	14 23-32	1,800.....	14 19-32		
For November.		300.....	14 15-32	4,300.....	14 1/2	56,200 total Dec.	
1,300.....	14 1-16	1,800.....	14 1/2	800.....	14 21-32	For January.	
2,000.....	14 1/2	1,600.....	14 1/2	1,000.....	14 19-32	100.....	14 15-32
1,000.....	14 5-32	1,300.....	14 1/2	1,100.....	14 19-32	2,000.....	14 1/2
1,000.....	14 1-16	300.....	14 18-32	1,100.....	14 23-32	100.....	14 1/2
600.....	14 7-32	2,700.....	15 1/2	4,100.....	14 1/2	200.....	14 27-32
1,700.....	14 1/2	1,400.....	15 1-32	2,000.....	14 29-32	2,200.....	14 1-16
1,000.....	14 9-32	1,400.....	15 1-16	5,000.....	14 29-32	1,000.....	14 29-32
1,000.....	14 1/2			100.....	14 27-32	2,500.....	14 1/2
800.....	14 1-32			700.....	14 1/2	2,000.....	14 29-32
1,400.....	14 1-32						
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1,400.....	14 1-32						
1,400.....	14 1-32						
1,400.....	14 1-32						
1,400.....	14 1						

are dull and nominal, and no sales have been reported; 12c cash is asked, but a round lot could probably be purchased at a shade less for cash. The stock in New York is 5,900 bales, and in Boston 1,800 bales. Jute butts have ruled firm and steady during the whole of the past month, opening at 1½c. and advancing to 1½c. cash. Owing to financial troubles, sales have not come up to anticipations for October. Ordinarily, many Western buyers stock up with Winter supplies during this month, but this year the unsettled state of affairs has operated as a check. Sales aggregate about 7,000 bales. Stock now in the market is about 80,500 bales, and in Boston 5,700 bales. Arrivals to March 1st will be about 19,000 bales.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELEGRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to night. The continental stocks and float are the figures of last Saturday, but the totals for Great Britain are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to night (Oct. 31), we add the item of exports from the United States, including in it the exports of Friday only for Great Britain, but for the Continent the exports of the entire week.

	1873.	1872.	1871.
Stock at Liverpool.....	532,000	467,000	517,000
Stock at London.....	202,750	224,000	117,502

Total Great Britain stock	734,750	691,000	634,500
Stock at Havre	86,750	232,000	120,000
Stock at Marseilles	8,250	13,000	16,000
Stock at Barcelona	22,750	40,000	71,000
Stock at Hamburg	23,000	36,000	11,000
Stock at Bremen	30,750	35,000	15,000
Stock at Amsterdam	93,750	64,000	33,000
Stock at Rotterdam	25,000	9,000	5,000
Stock at Antwerp	15,750	36,000	14,000
Stock at other continental ports	37,000	45,000	35,000
Total continental stocks	343,000	510,000	320,000
Total European stocks	1,077,750	1,201,000	954,500
India cotton afloat for Europe	154,000	193,000	451,000
American cotton afloat for Europe	91,000	141,000	82,000
Egypt, Brazils, &c., afloat for Europe	57,000	63,000	60,000
Stock in United States ports	246,863	278,632	269,101
Stock in United States interior ports	55,669	43,397	53,936
United States exports this week	20,000	29,000	14,000

Total visible supply.....	1,702,279	1,951,017	1,878,589
Of the above, the totals of American and other descriptions are as follows:			

<i>American—</i>			
Liverpool stock.....	98,000	36,000	117,000
Continental stocks.....	111,000	68,000	103,000
American afloat to Europe.....	91,000	141,000	82,000
United States stock.....	246,860	278,620	263,100
United States interior stocks.....	55,669	43,397	53,980
United States exports this week.....	20,200	29,000	14,000

Total American.....bales.	622,529	596,017	633,087
<i>East Indian, Brazil, &c.—</i>			
Liverpool stock.....	434,000	431,000	470,000
London stock.....	302,750	224,000	117,500
Continental stocks.....	232,000	442,000	217,000
India afloat for Europe.....	151,000	193,000	451,000
Egypt, Brazil, &c., afloat ..	57,000	65,000	60,000
Total East India, &c.....	1,079,750	1,355,000	1,345,500
Total American.....	622,529	596,017	633,087

Total visible supply.....bales.	1,702,279	1,951,017	1,878,589
Price Middling Uplands, Liverpool.....	8½d.	10-10½d.	9½d.

These figures indicate a decrease in the cotton in sight to night of 248,738 bales as compared with the same date of 1871 and a decrease of 72,428 bales as compared with the corresponding date of 1871.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1872:

	(Week ending Oct. 31, 1973) Receipts, Shipments, Stock.			(Week ending Nov. 1, 72) Receipts, Shipments, Stock.		
Augusta.....	7,084	8,782	2,985	9,150	9,786	2,437
Columbus.....	8,481	2,661	5,816	3,140	2,407	2,986
Macon.....	4,522	2,929	8,748	4,222	3,880	5,637
Montgomery.....	1,400	924	4,780	2,510	3,204	7,788
Selma.....	2,115	1,667	5,309	2,370	1,168	5,213
Memphis.....	13,772	7,945	26,236	17,696	11,410	17,083
Nashville.....	1,658	2,446	1,795	2,934	2,554	2,248
	<u>34,032</u>	<u>27,354</u>	<u>55,669</u>	<u>43,523</u>	<u>33,909</u>	<u>43,397</u>

The exports of cotton this week from New York show an increase as compared with last week, the total reaching 16,161 bales, against 12,542 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since Sept. 1, 1873; and in the last column the total for the same period of previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1873

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.		
Liverpool.....	6,981	9,380	12,542	16,061	73,757	80,932
Other British Ports.....	.....	.....	.....	.....	.....	30
Total to Gt. Britain	6,981	9,380	12,542	16,061	73,757	80,962
Havre.....	850	.....	.....	.....	1,352	759
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French	850	.....	.....	.....	1,352	759
Bremen and Hanover.....	.....	.....	.....	.....	.....	5,836
Hamburg.....	.....	.....	.....	.....	.....	1,607
Other ports.....	98	.....	.....	100	198	.....
Total to N. Europe	98	.....	.....	100	198	6,947
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	.....	898
All others.....	.....	.....	.....	.....	.....	898
Total Spain, &c.....	.....	.....	.....	.....	.....	898
Grand Total	7,929	9,380	12,542	16,161	75,307	89,566

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '73:

RECEIPTS FROM-	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	3,431	20,541	.....	52	479	947	.....	.....
Texas.....	2,659	9,815	.....	.....	.....	.....	.....	.....
Savannah.....	7,369	46,113	.....	3,913	487	1,818	840	1,332
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	6,219	33,322	471	3,376	.....	.....	153	1,833
S. Carolina.....	542	2,528	.....	.....	92	1,327	268	739
N. Carolina.....	11,136	30,419	918	5,381	.....	.....	2,198	6,969
Virginia.....	65	448	3,691	14,608	.....	.....	.....	.....
North'n Ports	2,281	12,316	232	2,348	144	1,708	152	1,613
Tennessee, &c	.....	596	.....	.....	.....	.....	.....	.....
Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....
Total this year	33,712	156,408	5,302	29,678	1,202	5,900	3,612	12,506
Total last year	22,134	158,528	5,172	30,824	813	5,384	3,789	15,337

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 29,799 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

NEW YORK—To Liverpool, per steamers City of Brooklyn, 1,703.....	Total bales.	
	1873.	1872.
Scotia, 1,500.....	Samaria, 1,570.....	City of Richmond, 1,891.....
France, 2,711.....	Celtic, 1,336.....	Manhattan, 3,804.....
via Bristol.....	Virginia, 399 via Glasgow.....	Victoria, 410 via Glasgow.....
To Antwerp, per ship Alice Buck, 402.....	per bark Shun Lee, 303.....	.....
NEW ORLEANS —To Liverpool, per ship Armstrong, 1,615.....	1,615	.....
To Bremen, per steamer Hannover, 2,360.....	2,360	.....
To Southampton, per steamer Hannover, 30.....	30	.....
To Barcelona, per ship Favorita, 540.....	per bark Resolunda, 630.....	1,170
CHARLESTON —To Liverpool, per bark Sarah Gibson, 71 Upland.....	71	.....
SAVANNAH —To Liverpool, per steamers Arbitrator, 3,652 Upland.....	3,652	.....
Chrysolite, 1,895 Upland.....	1,895	.....
To Havre, per bark Mary G. Reed, 1,508 Upland.....	1,508	.....
BALTIMORE —To Bremen, per steamer Baltimore, 210.....	210	.....
BOSTON —To British Provinces, per.....	3	.....
PHILADELPHIA —To Liverpool, per steamer Kenilworth, 924.....	924	.....
Total	29,799	.....

The particulars of these shipments, arranged in our usual form are as follows:

	Liver.	South-pool.	amp'n.	Havre.	Bre-men.	Ant-worp.	Barce-lona.	Br.-Prov.	Total.
New York.....	16,061	.....	.....	.....	100	.....	1,170	.....	16,161
New Orleans.....	1,615	30	.....	2,360	.....	.....	.....	.....	5,025
Charleston.....	71	.....	.....	.....	.....	.....	.....	.....	71
Savannah.....	5,547	.....	1,808	.....	.....	.....	.....	.....	7,355
Baltimore.....	.....	.....	.....	210	.....	.....	.....	.....	210
Boston.....	.....	.....	.....	.....	.....	.....	.....	3	3
Philadelphia.....	924	.....	.....	.....	.....	.....	.....	.....	924
Total	24,218	30	1,908	2,470	100	1,170	3	.....	29,799

Below we give all news received, during the week, of disasters to vessels carrying cotton from any port of the United States:

BELTISTE, from Charleston, before reported stranded near Formby Light-ship, got off with loss of anchor and 30 fathoms of chain, and arrived at Liverpool, October 13.

LIVERPOOL, Oct. 31—5 P. M.—By CABLE FROM LIVERPOOL.—The market opened quiet, and closed irregular to-day. Sales of the day were 10,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 6,000 bales were American. The weekly movement is given as follows:

	Oct. 10.	Oct. 17.	Oct. 24.	Oct. 31.
Sales of the week.....	bales. 123,000	75,000	67,000	55,000
of which exporters took.....	15,000	9,000	7,000	5,000
of which speculators took.....	29,000	12,000	5,000	3,000
Total stock	594,000	567,000	525,000	532,000
of which American.....	144,000	128,000	111,000	98,000
Total import of the week	6,000	38,000	25,000	63,000
of which American.....	16,000	12,000	12,000	12,000
Actual export	42,000	11,000	12,000	8,000
Amount afloat	184,000	152,000	176,000	179,000
of which American.....	29,000	23,000	37,000	59,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Mid. Uplands. 9 @.....	9 1/2 @.....	9 @.....	8 1/2 @.....	8 1/2 @.....	8 1/2 @.....	8 1/2 @.....
Mid. Orleans.. 9 1/2 @.....	9 1/2 @.....	9 1/2 @.....	9 @.....	9 1/2 @.....	9 1/2 @.....	9 1/2 @.....

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Oct. 18, states:

LIVERPOOL, Oct. 16.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.	Fair & g'd fair	Good & Fine.	Same date 1872.
Sea Island.....	17 19	22 24	30 42	20 25
Florida do.....	15 18	19 20	22 24	18 24
Upland.....	7 1/2 8 1/2	8 1/2 9 1/2	9 1/2 10 1/2	9 15-16 10 1/2
Mobile.....	7 1/2 8 1/2	8 1/2 9 1/2	9 1/2 10 1/2	10 1/2 11 1/2
N.O. & Tex 7 1/2 8 1/2	8 1/2 9 1/2	9 1/2 10 1/2	10 1/2 11 1/2	10 1/2 11 1/2

Since the commencement of the year the transactions on speculation and for export have been:

	Actual exp. from Liv., Hull & other ports to date—1873.	Actual exp't from U.K. in 1872.
American.....	169,380	203,390
Brazilian.....	13,500	88,600
Egyptian, &c. 11,750	34,280	27,740
W. India, &c. 2,150	4,680	11,100
E. India, &c. 74,360	264,810	125,700
Total	270,130	598,740

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

	SALES, ETC., OF ALL DESCRIPTIONS.		Total this year.	Same period 1872.	Average weekly sales 1873.	Average weekly sales 1872.
	Trade.	Ex- Specula.				
American bales.....	27,880	1,420	29,300	1,581,580	1,430,880	34,830
Brazilian.....	6,910	500	7,410	374,920	698,490	8,270
Egyptian.....	5,580	240	5,820	321,420	245,800	5,370
Smyrna & Greek.....	3,890	420	4,310	14,330	16,210	1,890
West Indian.....	11,580	6,910	18,490	708,890	1,051,410	11,040
Total	53,800	9,550	63,350	3,069,910	3,567,570	61,390
Imports.						
To this date.						
American.....	15,712	1,577,901	1,414,616	1,402,134	128,320	67,480
Brazilian.....	744	378,180	638,834	709,655	55,930	87,970
Egyptian.....	2,993	185,175	181,710	287,042	15,180	21,320
Smyrna & Greek.....	15,711	16,488	32,199	17,147	3,790	7,010
W. Indian.....	62	86,373	114,965	140,393	16,760	38,600
East Indian.....	19,731	684,984	747,026	897,942	345,180	328,650
Total	38,542	2,928,324	2,834,658	3,414,313	567,170	551,090

Of the present stock of cotton in Liverpool 22 1/2 per cent is American, against 12 per cent. last year. Of Indian cotton the proportion is 60 1/2 per cent. against 59 1/2 per cent.

LONDON, Oct. 18.—The market has been dull, but there has been no material change in prices. The following are the particulars of imports, deliveries and stocks:

	1871.	1872.	1873.
Imports, Jan. 1 to Oct. 16.....	231,661	354,937	247,848
Deliveries.....	187,561	288,296	367,547
Stocks, Oct. 16.....	114,924	227,025	208,231

The following is the statement of the receipts and exports of cotton at Alexandria to the 4th of October:

	Receipts from Oct. 1.....	Exports to Oct. 1.....
in same time in 1872.....	.....	.....
in same time in 1871.....	.....	.....
Shipments to Liverpool from Oct. 1.....	4,143	.....
in same time in 1872.....	1,654	.....
in same time in 1871.....	1,964	.....
to France and Spain.....	133	.....
to Austria and Italy.....	144	.....
to Austria, Italy and Russia.....	105	.....
to Austria and Italy, 1872.....	13	.....
to Austria and Italy, 1871.....	239	.....
Total shipments to all parts	4,389	.....
in same time in 1872.....	2,037	.....
in same time in 1871.....	2,117	.....

Stock about.....	20,000
Total crop of 1872-73.....	2,298,942
Steamers sailed—	Bales.....
September 30—Arcadia.....	1,340
October 3—Magdala.....	2,802
October 9—Thebes.....	3,548
Steamer Sesostris loading.....	.....

BREADSTUFFS.

FRIDAY P. M., Oct. 31, 1873.

At a little lower prices for shipping extras, there has been during the week, in these grades of flour, several thousand bbls. taken at \$5 25@\$6 35, part for future delivery, with fancy State at \$7 75, and common Western extras in irregular lots on the wharf at \$6@\$6 15. Superfine has also been more active, the better qualities bringing \$5 50@\$5 65. But the medium and better grades have been less freely pressed for sale, and have been comparatively inactive. To-day there was a good demand, and the close was with a rather firmer feeling.

The wheat market has shown further depression. The failure of a buyer for arrival caused some speculative lots to be thrown upon the market. At the decline there has been a good degree of activity, although shippers have been embarrassed by the difficulty of negotiating exchange and higher rates of ocean freights. The sales on Wednesday and Thursday aggregated nearly half a million bushels, at \$1 32@1 33 for No. 2 Chicago, \$1 35@1 36 for No. 2 Milwaukee, and \$1 38@1 40 for No. 1

prices low, but probably up to the expectations of sellers. The sales of goods through the regular channels of trade have been light, and the market is nominal in most lines, with prices favoring buyers.

FOREIGN GOODS.—The imports are small, but the current sales are easily supplied from the stocks already in the market, and a generally depressed feeling prevails. Values are shrinking and goods are very difficult of sale, even at materially reduced rates, as buyers will only operate to the extent of their actual wants, and the consumptive demand is being reduced by the hard times, to the more staple fabrics.

The importations of dry goods at this port for the week ending Oct. 30, 1873, and the corresponding weeks of 1872 and 1871 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 30, 1873.				
	1871.	1872.	1873.	
Manufactures of wool....	812	\$343,545	707	\$295,304
do cotton....	845	258,870	800	231,915
do silk....	505	441,713	352	250,028
do flax....	1,388	202,325	843	189,353
Miscellaneous dry goods....	495	210,990	360	107,397
Total.....	3,915	\$1,455,443	3,062	\$1,074,397
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.				
Manufactures of wool....	533	\$202,983	602	\$285,037
do cotton....	182	49,119	262	97,816
do silk....	75	98,308	103	104,559
do flax....	250	64,274	309	75,805
Miscellaneous dry goods....	446	51,304	1,763	41,243
Total.....	1,488	\$440,938	3,039	\$604,460
Add entered for consumption	3,915	1,455,443	3,062	1,074,397
Total thrown upon m'tk't.	5,401	\$1,896,381	6,101	\$1,678,857
ENTERED FOR WAREHOUSING DURING SAME PERIOD.				
Manufactures of wool....	654	\$250,541	646	\$263,302
do cotton....	201	71,249	312	99,469
do silk....	96	132,653	140	126,567
do flax....	410	100,770	554	140,336
Miscellaneous dry goods....	49	9,149	152	30,417
Total.....	1,410	\$563,392	1,784	\$660,091
Add entered for consumption	3,915	1,455,443	3,062	1,074,397
Total entered at the port.	5,325	\$2,018,835	4,846	\$1,734,488

We annex a few particular of leading articles of domestic manufacture our prices quoted being those of leading jobbers:

Brown Sheetings and Shirtings.		
Width. Price.	Width. Price.	Width. Price.
Adriatic.... 35 10	Ind. Orch BB. 33 11	Pepperell.... 11-4 25
Agawam F.... 36 10	do C. 36 11	do .. 12-4 25
Alabama.... 36 9	do D. 36 13	do E. fine. 39 10
Albion A.... 36 9	do d'w 36 13	do R.... 36 11
Atlantic A.... 37 13	do do 40 16	do O.... 33 10
do D.... 37 11	Laconia O.... 39 11	do N.... 30 9
do H.... 37 12	do R.... 37 10	Pequot A.... 36 13
do P.... 37 10	do E.... 36 9	do B.... 40 14
do L. fine. 36 10	do .. 9 27	do .. 10-4 37
do LL.... 36 16	do .. 10-4 32	do .. 10-4 40
do V.... 30 11	do .. 11-4 40-42	Pittsfield A. 36 10
Appleton A.... 36 13	Laurel D.... 36 11	Pocasset Canoe 39 13
do N.... 30	Lawrence A. 36	Portsmouth A. 36 10
Augusta.... 36 11	do D.... 36 12	do P. 20 7
do .. 30 10	do S.... 36 9	do B. 27 6
do L.... 48 22	do X.... 36 13	Saranac fine O. 36 11
do A.... 27 8	do LL.... 36 11	do .. 36 12
Broadway.... 36 10	do J.... 36 14	do E. 39 14
Bedford R.... 30 9	do Y.... 36 12	Stark A.... 36 12
Boott S.... 40 12	Langdon GB. 4-4 18	do B.... 36 12
do W.... 48 16	Langley.... 36	Swift River.... 36 9
do FF.... 36 13	Lyman C.... 36 11	Suffolk A.... 36 9
Cabot A.... 36 12	do E.... 36 12	Tremont CC. 36 10
Continents C. 36 12	do P.... 36 12	Utica.... 36 10
Conestoga D. 28 9	Mass. J.... 29 10	do heavy. 40 15
do G.... 30 10	do E.... 33 10	do .. 48 27
do S.... 33 11	do BB.... 36 11	do .. 78 32
do W.... 36 12	do M.... 40 12	do .. 78 42
Crescent.... 36 13	do standard 40 12	do .. 86 45
Dwight X.... 30 9	Maxwell.... 40 18	do .. 96 50
do Y.... 33 9	Modford.... 36 11	do .. 40 19
do Z.... 36 10	Mystic River 36 12	Waltham F.... 40 14
do ZZ.... 40 11	Masconomet. 40 14	do .. 46 17
do Star.... 36 12	do .. 36 13	do .. 9-4 57
do do 40 18	Nashua fine O. 33 11	do .. 10-4 32
Exeter A.... 36 11	do B.... 36 12	do .. 11-4 32
Gilboa.... 26 9	do E.... 40 14	Warren A.... 40 14
Great Falls M. 36 11	do W.... 48 13	do AA.... 40 18
do S.... 33 10	do .. 10-4 48	Waterford W. 30 9
do E.... 36 12	Newmarket A. 36 11	do BB. 33 10
Harrisburg A. 26 11	do D.... 36 13	do C.... 36 11
do B.... 30 10	Nevada A.... 36 10	do A.... 40 13
Indian Head. 7-8 11	Pacific extra. 37 12	do d'w 36 12
do .. 48 19	Pepperell.... 7-4 21	do .. 30 11
do .. 48 16	do .. 8-4 25	do .. 40 15
do .. 36 13	do .. 9-4 30	do .. 48 19
Ind'n Orch. W. 30 9	do .. 10-4 32	

Brown Drills.

Appleton.... 14	Great Falls.... 13	Mass.... D 12
Amoskeag A.... 13	Laconia.... 13	do .. G 11
Augusta.... 12	Lyman H.... 13	Pepperell.... 13
Boott.... 13	Langley B.... 14	Stark A.... 13

Prints.

Ancora shirts.... 10	Freeman fancies.... 8	Mallory pinks.... 10
American.... 11	Garner's fancies.... 9	Oriental.... 10
Anchor shirt.... 10	Gloucester.... 9	Pacific Mills.... 10
Albion solid.... 10	do mourning.... 10	Peabody solid.... 10
Allons' fancies.... 10	Hamilton.... 10	Richmond.... 10
Amoskeag.... 8	Hartel's fancies.... 10	Simpson mourning.... 10
Bristol pinks.... 11	Hamden BB.... 12	do white grades.... 10
Cocheo L.... 11	Miner, shirt.... 10	Somerset.... 10
Conestoga fancies.... 11	Manchester.... 11	Sprague's froc.... 9
Carleton mourning.... 10	Merrimack D. fcy.... 11	Wamsutta.... 8
Dunnell's.... 10	do w. p. k. and pur.... 13	Washington robes.... 10

Glazed Cambrics.

Acadia.... 7	Portland.... 7	Smithfield.... 7
Garner.... 7	Red Cross.... 7	High colors 1c. higher.
Pequot.... 7		

Bleached Sheetings and Shirtings.

Amoskeag.... 46	Franklin Mfg Co. 36	Pepperell.... 11-4 40
do .. 42	Forestdale.... 36 14	Pequot.... 11-4 40
do A.... 36 14	Gem of the Spin.... 36 13	do .. 6-4 30
do .. 5-4 28	do .. 36 13	do .. 8-4 37
do .. 10-4 35	Green G.... 36 10	do .. 9-4 40
do Z.... 33 10	Gr't Falls Q.... 36 15	do .. 10-4 45
Androskog N.... 36 15	do S.... 31 10	do .. 11-4 45
do .. 8-4 30	do M.... 31 11	Pocasset Can. 35 14
do .. 9-4 35	do A.... 32 11	do F.... 30 14
do .. 10-4 40	Hallowell Q.... 36 12	do FF.... 36 11
Arkwright WT.... 36 17	do E.... 36 12	Pride of West.... 36 21
Auburn.... 36 15	Harris.... 36 13	Red Bank.... 36 10
Balton & Son.... 36 13	Hill's S. Idem.... 33 13	do .. 33 9
do .. 31 10	do .. 36 14	Reynolds AA.... 36 11
Bartlett.... 33 13	Hope.... 36 13	Slaterville.... 36 10
do .. 33 12	Howe.... 36 12	do .. 33 9
do .. 31 14	Indian Riv X.... 36 11	Social C.... 33 9
Bates.... 45 19	Ind. Orch. AA.... 36 17	do L.... 36 11
do BB-OS.... 36 15	do H dw.... 36 11	Suffolk B.... 36 13
Bay Mills.... 36 17	do C.... 34 15	do A.... 36 11
Blacket neAA.... 36 13	James.... 36 15	do L.... 36 10
Boott B.... 36 14	Lawrence S.... 31 9	Thorncroft B.... 36 10
do C.... 33 11	Laconia.... 34 27	Tuscarora X.... 36 10
do E.... 36 10	do .. 9-4 30	do .. 45 24
do R.... 28 8	Langdon.... 42 17	Utica.... 35 16
do S.... 36 18	do .. 46 18	do ex hvy.... 36 18
do W.... 42 17	do GB.... 4-4 19	do .. 6-4 40
do X.... 45 18-19	Lonsdale.... 36 15	do .. 8-4 40
Cabot.... 7-8 12	do do Cambric.... 36 22	do .. 10-4 45
do .. 36 14	Lyman canab.... 36 21	do .. 10-4 47
do .. 9-8 16	Lithwood.... 36 14	do Nonp.... 36 19
do .. 5-4 18	Lion.... 36 8	Waltham X.... 33 11
Canoe.... 27 6	Medal.... 36 15	do .. 42 16
Chapman fine 56.... 15	Masonville.... 36 16	do .. 6-4 25
do X.... 36 12	Masconomet.... 36 14	do .. 8-4 27
Clinton CC.... 36 14	do .. 33 13	do .. 9-4 30
do C.... 36 14	Maxwell.... 36 18	do .. 10-4 35
Davol.... 4-4 16	Nashua E.... 36 16	Wamsutta.... 9-8 23
do .. 42 21	do .. 5-4 19	do OXX.... 36 19
do .. 5-4 23	do .. 9-4 40	do OHH.... 36 19
Dwight D.... 40 20	do .. 10-4 45	do .. 5-4 25
do Star.... 36 14	Newmarket C.... 36 12	Washington.... 33 9
do .. 42 18-19	do A.... 36 12	Wauregan.... 36 16
do .. 45 20	do W.... 36 16	do camb.... 36 16
do cambr.... 36 19	N. Y. Mills.... 36 19	White Rock.... 36 13
Emwood.... 36 19	Pawtucket.... 36 13	Whitinsville.... 36 13
Fruit of the.... 36 15	Peabody.... 36 10	do .. 33 10
Loom.... 36 15	Pepperell.... 6-4 21	Winthrop AA.... 12-18 18
do .. 33 14	do .. 7-4 25	Wessacum.... 36 13-13
do .. 42 21	do .. 8-4 27	Warren AA.... 36 17
do .. 5-4 28	do .. 9-4 30	Williamsville.... 36 18
do .. 6-4 28	do .. 10-4 35	

Domestic Gingham.

Amoskeag.... 14	Gloucester.... 13	Peabody.... 12
Bates.... 14	Hartford.... 13	Randall.... 15
Caledonia.... 12	Home.... 10	Renfrew.... 14
Delaware.... 10	Lancaster.... 14	Union.... 12
Glasgow.... 12	Namaste.... 13	

Ticking.

Amoskeg ACA.... 27	Cordis No. 2.... 21	Easton.... 12-14
do A.... 22	do No. 3.... 18	Hamilton reg.... 20
do B.... 19	do No. 4.... 17	do D.... 16
do C.... 17	do No. 5.... 15	Lewiston A.... 26 30
do D.... 13	do No. 6.... 13	Winnechaha.... 7 27
Cordis AAA.... 32	do No. 7.... 11	Omega C.... 16

Checks.

Caledonia No. 8.... 16	Caledonia No. 24.... 18	Park No. 80.... 18
do 9.... 18	do 50.... 25	do 90.... 20
do 10.... 20	Park No. 60.... 15	do 100.... 22
do 50.... 22	do 70.... 16	

Denims.

Amoskeg.... 22	Chester D'k B.... 14	Oak Grove.... 15
do B.... 19	Columb'n h'vy.... 21	Otis AXA.... 20
Boston.... 11	blue.... 21	Warren AXA.... 20
Beaver Cr. AA.... 19	Haymaker.... 18	York.... 22

Corset Jeans.

Amoskeg.... 12	Hallowell Imp.... 12	Namkengsat.... 14
Androskog's sat.... 12	Ind. Orch. Imp.... 11	Pequot.... 13
Canoe River.... 10	Laconia.... 10	Suffolk.... 13

Spool Cotton.

Ashworth.... 72	Merrick.... 45	Green & Dan.... 42
Brooks, per doz.... 75	Willamantic.... 50	Samoset.... 40
200 yds.... 75	cord.... 72	Holyoke.... 35
J. & P. Coat's.... 72	do 6 cord.... 42	Orr & McNaught.... 72
Clark, John, Jr. & Co.... 72	Stafford Bro's.... 42	Sterling.... 40
Clark's, Geo. A.... 72	Stuarts.... 42	Stafford.... 40

Bags.

American.... 32 00	Ontario.... 37 00	Stark A.... 37 00
Amoskeg.... 32 00	do B.... 46 50	do C 3 bush.... 52 00
Excelsior.... 36 00	do C.... 54 00	Phila A.... 36 00
Great Falls A.... 32 50	Powhattan A.... 33 00	do B.... 41 00
Ludlow AA.... 33 00	do B.... 40 00	do C.... 46 00
Lewiston.... 34 00	do C.... 45 00	Montaup.... 34 00

Cotton Yarns.

Empress 6 to 12.... 30	Sargeant do.... 26	IXL do.... 30
Pendleton do.... 30	Pontenoy do.... 30	XXX do.... 28

Cotton Sall Duck.

No. 8.... 32	USA Standard 28 1/2 in.... 28
No. 9.... 30	do 8 oz.... 25
Light duck.... 26	do 9 oz.... 25
Bear (8 oz.) 29 in.... 26	do 11 oz.... 35
do heavy (9 oz.).... 22	do 12 oz.... 35
Mont. Ravens 29 in.... 24	do 15 oz.... 43
do 40 in.... 34	Ontario twls. 29 in.... 23
Ontario and Woodberry.... 34	do 31 in (8 oz).... 25
	do 36 in.... 28
	Ex twls' Polhem's.... 12

Carpets.

Eng. Brussels, 2 20-2 30	Body Brus 5 fr. 1 90
Hartford Carpet Co.... 2	do 4 do 1 80
Extra 3-ply.... 1 42	do 3 do 1 70
Imperial 3-ply.... 1 35	Bigelow Brus 5-fr. 2 00
Superfine.... 1 10	do 4-fr. 1 90
Med. super.... 95	

Cotton Flannels.

Nashua A.... 16	Great Falls.... 19
Pemberton Y.... 15	Hamilton XX.... 21
Tremont H.... 12	Laconia.... 17
Whittenton AA.... 17	Lyman F.... 18
Everett X.... 22	Methuen XX.... 26
Everett X.... 13	Massachusetts RR.... 13
Hamilton FF.... 17	Nashua XX.... 23
Lyman F.... 16	Chicopee N.... 24
Laconia.... 22	Chicopee N.... 24
Massachusetts B.... 11	Pemberton Y.... 19
Methuen XX.... 24	Everett X.... 13
	Whittenton AA.... 17

UNNIES.—See report under Cotton.

ALT—		
Turks Islands	9 bush	82
Cadiz		82
Liverpool, various sorts		82

FREIGHTS-- To LIVERPOOL:	STEAM.		SAIL	
	s. d.	s. d.	s. d.	%
Cotton.....	5	13-16	9-16	0
Flour.....	4	0	4 50	0
H. goods.....	40	0	0	0
Oil.....	83	0	12 00	0
Corn.....	14	0	0	0
Wheat, &c. & b.....	14	0	0	0
Beef.....	0	0	0	0
Pork.....	0	0	0	0

Miscellaneous.

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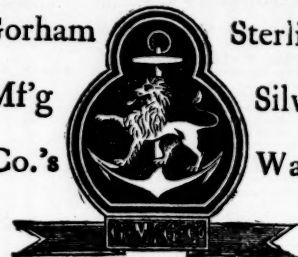
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